

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B30 ADMIRAL BOULEVARD

1. LANDSCAPE NAME

Historic: Sixth and Seventh Streets  
Common/Current: Admiral Boulevard

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 13.20      Length (Miles): 1.05

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Admiral Boulevard is classified as a boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: South of I-70 from Grand Avenue east to Independence Boulevard at Dykington (about Highland Avenue).

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Central Business District Survey (Grand to Troost), Landmarks Commission, Kansas City, MO.

8. CULTURAL/HISTORIC INFORMATION

**Original Landscape Architect/Designer/Planner Name(s):** George E. Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** NA

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** Unknown

**Client/Community Leader Name(s):** NA

**Date(s) of Construction:** 1899-1901, acquisitions; 1900-1906, construction

**Historical/Cultural Context:** Admiral Boulevard originally ran from Grand Avenue to Independence Boulevard and Dykington. Presently it runs from Grand Avenue to Highland Avenue; one block of Highland Avenue was widened to a 100 feet right-of-way as Highland Boulevard. Admiral Boulevard was acquired November 21, 1900 under Ordinance #15550 which established a boulevard on the existing Sixth and Seventh Streets from Charlotte Street to Highland Avenue. In 1901, condemnation of the property along these streets began.

This boulevard from the western terminus of Independence Avenue was named "Admiral Boulevard" in 1903. It was given the name "Admiral" as a tribute to all admiral heroes. By 1905 Admiral Boulevard was complete and open for travel from Grand Avenue to The Paseo, .89 miles. The following year there were discussions and proceedings for changing the name of Admiral Boulevard to "Van Horn Parkway." This recommendation never got the final approval of the City Council.

In the early construction of the boulevards, the intersections had a radius of forty to fifty feet. With the increase in speed of the motor vehicle these intersections needed a larger radius. In 1914 the intersection at Admiral Boulevard and Independence Avenue was widened to ninety feet.

Upon its completion Admiral Boulevard provided a connecting link from the Central Business District to The Paseo, Independence Boulevard and the park and boulevard system as a whole.

#### **Chronology:**

1903: Grading occurred along Sixth and Seventh Streets.

1904: A rubble stone retaining wall, steps and platform were constructed at Admiral Boulevard and Holmes Street. The contract for the work was awarded to The Phoenix Cut Stone Company.

1905: Grading was completed from Grand Avenue to The Paseo.

1919: Admiral Boulevard was widened from Grand to Cherry Street.



1928: The grade on Admiral Boulevard was reestablished from Charlotte to Campbell Streets.

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## 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input checked="" type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input checked="" type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input checked="" type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** The western two thirds of Admiral Boulevard has been severely impacted by Interstate I-70; the eastern third survives in part for four blocks from Forest Avenue to The Paseo. This short section ascends gently to The Paseo on the line of Seventh Street. It consists of a sixty foot wide roadway with eight foot grass strips and six foot sidewalks within the original 100 foot right-of-way. An intermittent row of large elms and London-plane trees survives on each side.

This area on the edge of downtown still contains a number of two- and three- story buildings, which are now mostly transient rooming houses and apartments with occasional business premises.

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## 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

**Statement of Integrity:** Admiral Boulevard retains most of its integrity of location; but has lost much of its integrity of setting, design, materials and workmanship, and feeling and association.

Its **property boundaries** were established in 1899-1901, making it one of the oldest boulevards in the system. But being so close to the Central Business District, commercial pressures have encroached upon it over the years and, most seriously, with the Interstate I-70 in the 1950s and 1960s. The boulevard has been effectively shortened losing one block at one end - Grand to Oak Streets at the west, and Admiral Boulevard to Highland Avenue at the east end.

The original design shown in the Park Reports of 1906 and in photographs c. 1910 followed Kessler's recommendations for a forty foot wide roadway with thirty foot margins in a 100 foot right-of-way to provide wide grass verges, sidewalks and a triple row of trees.

It required widening parts of Sixth and Seventh Streets, cutting through intermediate blocks and radical adjustment of grades at intersecting cross streets. A surviving relic is the stone retaining

wall and dual staircase on the north side of the boulevard between Charlotte and Holmes Streets (1904-06).

But in the next fifty years, several roadway widenings and enlargement of intersections took the curbside row of trees and changed the character of the design. Grades and alignment were further modified for I-70 between Charlotte Street and Troost Avenue, transforming the boulevard image into a freeway. Only the four blocks from Troost Avenue to The Paseo retain something of the original setting, with a sixty foot wide roadway and an intermittent row of large elms and planes which, because of the large size, are in scale with the wider street.

Materials and workmanship have also changed: bituminous has replaced macadam, and concrete curbs and sidewalks have been standardized. This is logical and to be anticipated for city streets. What is unfortunate is the elimination of trees and the gain of traffic space over pedestrian space, which Kessler's original proposal attempted to keep in balance. Part of this feeling and the association with Kessler is kept alive in the four block section west of The Paseo, where large trees continue to mediate between the two environments of traffic and people.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input checked="" type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies):	

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**Statement of Significance:** Admiral Boulevard has some significance, and may be highly significant in the areas of landscape architecture, and community planning and transportation.

In landscape architecture, Admiral Boulevard is significant as one of the very early boulevards to apply the Kessler design standard (of a 100 feet right-of-way) to city streets on the northern edge of downtown. It is notable, too, for the engineering skills evident in the stone retaining wall and staircase which was one of a group that established a tradition of ornamental stairs in Kansas City.

In community planning and transportation, Admiral Boulevard is important for its effort to connect the then downtown of Kansas City with the eastern system of parks and boulevards, and to anchor the northern end of The Paseo. It has been severely disrupted by traffic changes, and its physical condition is not good. But its eastern end is suggestive of the original design intent and could still be a model to follow in striving, as Kessler did, to bring the park and boulevard system into downtown. With today's growing appreciation for a "new" streetscape in downtown, Grand and Broadway are special candidates for

consideration and there is a need to find a way to extend a reconstructed Admiral Boulevard west to Broadway.

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## **12. INFORMATION SOURCES**

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### **Bibliography:**

Atlas of Kansas City, USA and Vicinity. Kansas City: Tuttle and Pike, 1900, 1907, 1925.

Board of Park Commissioners. Annual Reports, 1906, 1914.  
Index to Minutes.

Kansas City Journal. May 12, 1904.  
September 18, 1906.

Kansas City Star. May 28, 1911.  
September 29, 1956.

Kansas City Times. September 11, 1906.  
July 7, 1909.  
August 1, 1927.

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## **13. FORM PREPARATION**

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)

**Street Address:** 30 West 22nd Street

**City/Town:** New York

**State:** New York

**Zip Code:** 10010

**Phone:** (212) 243-7478

**Fax:** (212) 243-7592

**Date:** 3/91

**1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS**  
**F42 RETAINING WALL AND DUAL STAIRCASE, HOLMES STREET/ADMIRAL BOULEVARD**

**Historical/Cultural Context:** A resolution of the Park Board was made on November 23, 1904 awarding a contract to the Phoenix Cut Stone Co. for a retaining wall, steps and platform on Admiral Boulevard at Holmes Street. In addition, the company was to set iron rails for the steps (the iron rails are extinct). George Kessler designed the stone staircase and retaining wall in 1904. The plans for the staircase were drawn by Henry Wright. The retaining wall was built by day labor. On July 30, 1906, the Park Board requested that the engineer prepare plans for gas lamps to be erected on the stone retaining wall and steps. There is no evidence today that the gas lamps were ever installed.

**Description:** A native stone retaining wall with a cut stone coping runs along the north side of Admiral Boulevard from Charlotte Street to a point where Holmes Street once intersected. At this point there is an opening in the retaining wall which leads to an ornamental dual stairway. The height of the retaining wall varies depending on the grade of the land.

The retaining wall follows the contour of Admiral Boulevard until just short of the stairway. Here the wall curves outward in a semi-circular shape.

The dual stairway with cut stone steps begins at a parking lot about twenty feet below Admiral Boulevard. The two staircases echoing the curve of the retaining wall rise to a common landing close to sidewalk level. Directly below the landing placed in the course stone stair wall is a curved stone corbel in the design of a "Medusa type" head. At the bottom of the stair well is a cut stone seat.

**Integrity:** The retaining wall and dual stairway retain their integrity of design, location, setting, materials and workmanship. The stairs, however, have deteriorated over the years and are in need of maintenance.

**Significance:** The stone retaining wall and dual stairway are significant as an integral part in the development of Admiral Boulevard. Furthermore, the dual stairway is significant as part of a group of early stone ornamental stairways in Kansas City.

**Bibliography:**

Board of Park Commissioners. Index to Minutes.  
Plan No. 12.6







Y693-5

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B31 ARMOUR BOULEVARD

1. LANDSCAPE NAME

Historic: Commonwealth Avenue (Armour Boulevard)  
Common/Current: Armour Boulevard

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 15.89      Length (Miles): 1.23

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monumental Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Armour Boulevard is classified as a boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From Broadway Boulevard at Thirty-Fifth Street east to The Paseo.

7. REPRESENTATION IN OTHER SURVEYS

<input checked="" type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other : _____	

Title of Survey and Depository of Records: Armour Boulevard Historic District. Landmarks Commission, Kansas City, MO.

8. CULTURAL/HISTORIC INFORMATION



**Original Landscape Architect/Designer/Planner Name(s):** George E. Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** NA

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** A.L. West, McTernan-Halpin Company, Parker-Washington Company

**Client/Community Leader Name(s):** NA

**Date(s) of Construction:** 1899, acquisition; 1900-01, construction

**Historical/Cultural Context:** Stretching 1.25 miles from Broadway Boulevard east to The Paseo, Armour Boulevard was named in honor of Simeon B. Armour, a member of the first official Park Board and head of the Kansas City Branch of the Armour Meat Packing Industry. Along with Benton, Gladstone, and Linwood Boulevards, Armour Boulevard is an example of the "standard 100-foot boulevard" recommended by George E. Kessler and adopted by the first Board of Park Commissioners in 1893. This standard was "for a central roadway forty feet wide from the property lines and in the lawn spaces three rows of trees - one row four feet from curbs and one two and one half feet on either side of the sidewalk, spaced about forty five feet apart with center row staggered." As traffic in the City increased, a strip of ground between the curb and the sidewalk could be taken from either side. Trees removed from these areas were planted in other sections of the city when needed.

Armour Boulevard was originally called Commonwealth Avenue and named so just after the Hyde Park addition was platted. It wasn't until March 7, 1900 that the name was officially changed to "Armour Boulevard", one year after the roadway was acquired by the Board of Park Commissioners. In designing Armour, Kessler felt the "formal lines...100 feet throughout, were selected along the higher lands, along easy grades, and through good residential sections...".

#### **Chronology:**

1896: Plans presented to the Board of Park Commissioners for a boulevard from Lydia Avenue to Holmes along Thirty-Fifth Street (Commonwealth/Armour).

1899: The decision adopted by the Board to give the name "Armour" to the park or boulevard next acquired by the City.

A resolution adopted to grade Thirty-Fifth Street.

1900: The formal adoption of that portion of a boulevard opened and established under Ordinance No. 9958 to be known and designated "Armour Boulevard".

A.L. West hired to grade Armour from The Paseo to Broadway.

McTernan Halpin Company hired to pave Armour from Cherry Street to Troost Avenue. Parker-Washington Company hired to pave Broadway to McGee Street.

- 1901: A resolution adopted for paving Armour Boulevard from Troost Avenue to The Paseo. Completed November.
- 1928: The outer rows of trees were removed from each side of Armour Boulevard to accommodate traffic and subsequent widening of the street.
- 1929: Armour Boulevard paved with asphaltic concrete.

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## 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input checked="" type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features
			<input type="checkbox"/> Encroached Upon

**Existing Conditions:** Armour Boulevard is an important east-west link between Broadway Boulevard and The Paseo. The grades throughout follow the gentle undulations of the land. The alignment is straight, part of the area grid plan along the line of Thirty-fifth Street. The cross-section throughout is a 60 feet roadway with 8 feet grass strips and 6-8 feet sidewalks.

Proceeding east from Broadway Boulevard to Gillham Road, there are lines of London Plane trees on either side which, next to the curb, are continuous in a few sections. Very occasionally, there are vestiges of the double row of Elms. From Gillham Road to The Paseo, Pin Oaks have replaced the Elms, becoming less regular approaching The Paseo.

The neighborhood through which Armour Boulevard passes is still predominantly residential, although the houses have been superseded by mid- to high-rise apartments, and the eastern end from Troost Avenue to The Paseo has experienced some decline, evidenced by occasional vacant lots.

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## 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input checked="" type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input checked="" type="checkbox"/> Vegetation	<input checked="" type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

**Statement of Integrity:** Armour Boulevard has retained its integrity of location, and much of its integrity of setting, design, materials and workmanship and hence, feeling and association.

Its property boundaries were established in 1899 when it became one of

Kessler's "standard 100-foot boulevards". The standard design was a forty feet wide roadway with thirty feet wide margins each side, sufficient for three rows of trees, the center row staggered. As traffic increased, the roadway could be widened and the curbside row of trees relocated elsewhere. This widening of Armour Boulevard occurred in 1928 and a year later, the surface was repaved with asphaltic (bituminous) concrete.

The design change was anticipated by Kessler, and the change in materials and workmanship was a logical development in street construction. The remaining trees have attained a height commensurate with the six-story apartment buildings which have replaced the houses originally lining the boulevard. They are continuous enough to recall much of the setting that Kessler imagined for his major boulevards.

Even though traffic has increased, the feeling of a broad green avenue servicing a neighborhood still predominantly residential is still very much apparent. As one of the earliest boulevards to apply the Kessler standard, there is a strong sense of association with Kessler as well as with Simeon B. Armour who was a member of the first Park Board who adopted the standard.

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## 11. SIGNIFICANCE

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|---|--|
| <input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s) |  |
| <input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning              |  |
| <input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)     |  |
| <input type="checkbox"/> Cultural Significance  | <input type="checkbox"/> Important Landmark                    |
| <input type="checkbox"/> Important Artistic Statement   | <input type="checkbox"/> Unique Regional Expression            |
| <input type="checkbox"/> Use of Unique Materials  | <input type="checkbox"/> Example of Fine Craftsmanship         |
| <input checked="" type="checkbox"/> Example of Particular Style                                     | <input checked="" type="checkbox"/> Example of Particular Type |
| <input checked="" type="checkbox"/> Example of Particular Time                                      | <input type="checkbox"/> Example of Time Sequence              |
| <input type="checkbox"/> Other Verifiable Quality(ies): _____                                       |  |
- 

**Statement of Significance:** Armour Boulevard is exceptionally significant in the areas of landscape architecture, and community planning and transportation.

In landscape architecture, Armour Boulevard is important as one of the very early group of boulevards to apply the 100 foot right-of-way standard to a major crosstown link joining Broadway to The Paseo. It is one of the straight, formal boulevards deferring to the gridplan of the city with ranks of trees in regular blocks. Its significance as landscape design is heightened by the fact that, even after widening, much of the design intent and a good number of original trees still exist. Ample documentation is available from the early 20th century to assist in the ongoing management program already in progress for the boulevard's preservation.

In community planning and transportation, it is an old and known Kessler-designed boulevard which was to become with Linwood Boulevard one of the two major crosstown links serving the southern residential districts. Armour was planned for new residential areas and traffic distribution "...along the higher lands, along easy grades and through

good residential sections."

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## **12. INFORMATION SOURCES**

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### **Bibliography:**

Board of Park Commissioners. Annual Reports, 1905.  
Index to Minutes.

Kansas City Journal Post. September 23, 1928

Kansas City Star. August 9, 1931

Kansas City Times. November 25, 1926

Wilson, William H.. The City Beautiful Movement in Kansas City.  
Columbia: University of Missouri Press, 1964.

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## **13. FORM PREPARATION**

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)

**Street Address:** 30 West 22nd Street

**City/Town:** New York

**State:** New York

**Zip Code:** 10010

**Phone:** (212) 243-7478

**Fax:** (212) 243-7592

**Date:** 3/91





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B32 BELMONT BOULEVARD

1. LANDSCAPE NAME

Historic: Belmont Boulevard  
Common/Current: Belmont Boulevard

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 10.69      Length (Miles): 0.72

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Belmont Boulevard is classified as a boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From Gladstone Boulevard at the eastern end of Kessler Park (the Indian Mound) and Saida Avenue south to Wilson Avenue.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): George E.

Kessler, landscape architect

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): Feren Bros. (grading), James O'Connor (paving)

Client/Community Leader Name(s): NA

Date(s) of Construction: 1913, acquisition; 1920, construction

**Historic/Cultural Context:** Acquired by condemnation in 1913, Belmont Boulevard stretches from Indian Mound in Kessler Park at Saida Avenue south to Wilson Avenue (west of historic Sheffield Cemetery). This boulevard originally ran south to Independence Avenue and was conceived as a connection from Gladstone Boulevard into the Sheffield Industrial Region in the Blue Valley District. The grading of Belmont Boulevard from Gladstone to Independence Avenue moved 52,000 yards of earth at \$7,500.

**Chronology:**

1912: Protests from area residents against improvements of Belmont.

1913: Board of Park Commissioners approve plans and form a contract for grading Belmont Boulevard from Gladstone to Independence Avenue.

1914: Contract awarded to Feren Brothers to grade Belmont Boulevard.

1915: Grading completed.

1916: 200 white elms planted along Belmont Boulevard.

Contract awarded to James O'Connor to pave Belmont Boulevard from Gladstone to St. John Avenue and to pave from St. John to Anderson Avenues.

1917: Paving completed from St. John to Anderson Avenues. Contract awarded to James O'Connor to pave Belmont Boulevard from Anderson Avenue to Independence Road (now Wilson Avenue).

1920: Paving of Belmont Boulevard completed.

1988: Resolution adopted designating Wilson Avenue from Independence Avenue to Belmont Boulevard as part of the park and boulevard system.

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**9. EXISTING CONDITIONS**

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Condition	<input type="checkbox"/> Excellent	Changes	<input checked="" type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input type="checkbox"/> Added to



☐ Deteriorated  
☐ Severely Deteriorated

☐ Loss or Removal of Features  
☐ Boundaries or Features  
Encroached Upon

**Existing Conditions:** Belmont Boulevard runs straight south to Wilson Avenue, descending gradually from the Indian mound highpoint overlooking the Missouri River valley. The cross-section is typical of boulevards widened to about forty foot roadway with thirty foot margins allowing for twelve foot wide grass strips on either side of a five to six feet wide sidewalk. This cross-section runs for almost the boulevards entire length from Saida to Smart Avenues. For the one block south of Smart Avenue to Wilson Avenue, the cross-section consists of divided roadways with a forty foot grass median.

In the northern part, crimson maples have replaced the original elms. The curbside rows are fairly continuous, but the outer rows have mostly gone. In the southern part, pin oaks have been substituted. The divided section at the south end has recently been planted with small 2" caliper trees.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input checked="" type="checkbox"/> Adjacent Features
<input checked="" type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input checked="" type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

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**Statement of Integrity:** Belmont Boulevard has retained its integrity of location; and much of its setting, design, feeling and association. Its materials and workmanship have been periodically upgraded.

Belmont's property boundaries were established when the right-of-way was acquired (1913). The portion of Wilson Avenue was added recently (1988) and is, therefore, without historic significance.

The design of Belmont is still very complete. The roadway appears to have been built around fifty feet wide; the twelve feet wide grass verges and sidewalks are continuous between cross streets; and the large trees, although not original have achieved a forty foot height which achieves a scenic quality comparable to the original intent.

The residential neighborhood through which Belmont runs is stable and well cared for, providing a setting for the boulevard not significantly different from its heyday in the 1920s. Use as a local traffic distributor street has remained constant; unlike other boulevards, commercial or through traffic is not a problem. Consequently, the feeling of the past and association with Kessler and the early Park Commissioners is correspondingly strong.

Materials and workmanship have changed since Kessler's day: curb cuts have been standardized. Their condition is good and this substitution has not altered the historic image.

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**11. SIGNIFICANCE**

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

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**Statement of Significance:** Belmont Boulevard is highly significant in the areas of landscape architecture, and in community planning and transportation.

In landscape architecture, Belmont is an excellent example of an older residential boulevard of the formal, "architectural" type, which has preserved much of its historic ambience.

In community planning and transportation, it has been equally successful in servicing a well-maintained neighborhood which in the far northeast of the city has remained stable over the years. As a traffic distributor, it was strategically located between the Sheffield industrial area and the Blue River valley and the Indian Mound and North Terrace Park. Although still providing this "short-cut" and despite the widening at Belmont Road (now Chouteau Trafficway), through traffic has never been a problem, so that Belmont's historic functions and character have adapted well to the automobile age.

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**12. INFORMATION SOURCES**

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**Bibliography:**

Board of Park Commissioners. Annual Reports, 1914, 1940-41.  
Index to Minutes.

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**13. FORM PREPARATION**

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B33 BENTON BOULEVARD (SOUTH OF LINWOOD BOULEVARD)

1. LANDSCAPE NAME

Historic: East Boulevard  
Common/Current: Benton Boulevard

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): ±24.00      Length (Miles): 2.02  
(66.38, total)      (5.67 total)

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monumental Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Benton Boulevard is classified as a boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From Linwood Boulevard south to Brush Creek Boulevard and Swope Parkway.

7. REPRESENTATION IN OTHER SURVEYS

<input checked="" type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input checked="" type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Santa Fe National Register District (Twenty-seventh to Thirty-first Streets), Landmarks Commission, Kansas City, MO.

8. CULTURAL/HISTORIC INFORMATION

**Original Landscape Architect/Designer/Planner Name(s):** George E. Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** W.I. Ayres, 1923

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** Mike Hoase (grading), J.O. West (paving), W.C. Mullins (paving)

**Client/Community Leader Name(s):** L.R. Winters

**Date(s) of Construction:** 1909, 1910, 1914, acquisition; 1923, 1901-1918, construction

**Historical/Cultural Context:** The history of the original portion of Benton Boulevard from St. John Avenue to Linwood Boulevard is discussed in the "Historic Resources Survey of the 1893 Parks and Boulevard System". As mentioned in that report, Benton Boulevard (originally referred to as East Boulevard) was named in honor of Senator Thomas Hart Benton. It was conceived in 1893 as the major north-south thoroughfare and designed for an easy traffic flow. Along with Gladstone Boulevard, Benton was planned as a standard 100 foot roadway to link Kessler Park (originally North Terrace Park) with other parks located in the southern districts of the city.

This report covers the history and planning of Benton Boulevard from Linwood Boulevard south to Swope Parkway and Brush Creek Boulevard. This portion of Benton was acquired by condemnation over the course of six years. Linwood to Thirty-fifth Street was acquired in 1909; Thirty-fifth to Thirty-ninth Street in 1910; Thirty-ninth Street to Swope Parkway in 1914. The actual construction of this stretch of Benton Boulevard began in 1901 and was completed in 1918. According to the Board of Park Commissioners' minutes, Benton Boulevard from Linwood to Thirty-fifth Street was graded in 1901, eight years before it was officially acquired by the Board. Undoubtedly, the Board anticipated the much needed expansion of this north-south connection before the approval of this acquisition.

In 1920, a bond fund of \$200,000 became available for the construction of a concrete arch bridge over Brush Creek at Benton, completing the southern link. Named the Frank A. Sebree Bridge, it was dedicated in July 1923.

#### **Chronology:**

- 1901: Completion of grading of Benton Boulevard from Kansas Avenue to Thirty-fifth Street.
- 1908: A resolution adopted declaring Linwood Boulevard from Agnes to Indiana and Walrond Boulevard from Linwood to Thirty-fifth Street part of the park and boulevard system.

- 1911: L.R. Winters requested the Board to take early action on making a survey of Benton Boulevard to Swope Parkway. An actual survey of this project was completed June 26, 1911.
- 1912: A resolution adopted to approve the extension of Benton Boulevard from Thirty-ninth Street to Swope Parkway.
- 1915: A contract was let to Mike Hoase to grade Benton Boulevard from Thirty-ninth to Forty-third Streets. This work completed in the fall.
- J.O. West Company completed paving from Thirty-ninth Street to Forty-first Streets.
- 1916: 750 white elms planted along Benton Boulevard.
- 1917: A contract awarded to W.C. Mullins to pave Benton Boulevard from Forty-first to Forty-third Streets.
- 1918: Grading completed to Forty-fifth Streets.
- 1921: A committee appeared urging the construction of a bridge over Brush Creek.
- 1922: The plans for a bridge approved.
- 1923: Dedication of the Frank Sebree Bridge.

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## 9. EXISTING CONDITIONS

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Condition	<input checked="" type="checkbox"/> Excellent	Changes	<input checked="" type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** The southern two miles of Benton Boulevard connects two important cross routes, Linwood Boulevard and Brush Creek Boulevard/Swope Parkway. From Linwood Boulevard, Benton continues straight and basically level for twelve blocks to Forty-fourth Street; from this point, it veers gently southeast and descends gradually to Forty-seventh Street before curving sharply southwest to cross Brush Creek.

Throughout, Benton Boulevard's cross section is the characteristic  $\pm 100$  feet wide boulevard - forty foot roadway, fifteen to eighteen foot grass verges and five to six foot sidewalks - comfortably sufficient for two moving lanes and two parking lanes. For most of its length of just over two miles, there is a single row of tall pin oaks or white ash on either side, which has attained a mature height of forty to sixty feet (the outside rows - if they were ever planted - are missing). Only between Forty-first and Forty-fifth Streets are there some breaks in the

street tree planting. Nevertheless, the combination of size and continuity makes this avenue most impressive.

Single family residential housing lines both sides of the boulevard throughout. The architectural styles are mostly vernacular styled Craftsman homes; this plus the consistency of the street plantings achieve a remarkably unified impression.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input checked="" type="checkbox"/> Adjacent Features
<input checked="" type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input checked="" type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input checked="" type="checkbox"/> Vegetation	<input checked="" type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

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**Statement of Integrity:** South Benton Boulevard has retained its integrity of location; and to a remarkable degree much of its setting, design, feeling and association. Its materials and workmanship have been periodically upgraded.

Benton's property boundaries are the same as when acquired (1909, 1910, 1914): a 100 feet right-of-way throughout (except from Thirty-ninth to Forty-first Streets where it is  $\pm$ 112 feet).

The design of Benton is still very complete. The roadway appears to have been built around forty feet wide; the grass verges, around fifteen to eighteen feet and sidewalks are continuous between cross streets; and the large trees, though not original have achieved a height of forty to sixty feet. The trees are large enough to overhang the roadway and begin to suggest a "tunnel" effect.

The residential neighborhood through which Benton runs seems to have changed very little since the 1920s. Lots are still small and the houses have been well maintained over the years, lending a consistency of setting for the boulevard to this day. Although traffic has increased, it has not created congestion, nor has the straight alignment encouraged speeding because on-street parking and the unbroken line of large trees clearly signal that this is not a trafficway (Van Brunt Boulevard was built further east as a true parkway, i.e. without driveways and on-street parking, and intercepts through traffic).

As much as any residential boulevard, South Benton preserves the feeling of time and place from an earlier era. As one of a group of earliest boulevards, construction of South Benton began in 1901, actually eight years before acquisition. It is, therefore, inextricably associated with Kessler and the early Park Boards.

As with other early boulevards, materials and workmanship have changed since Kessler's day: bituminous concrete has replaced macadam, and curbs and curb cuts have been standardized. Their condition and the substitution of current materials and construction has not distracted from the boulevard's historic purpose or character.

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## 11. SIGNIFICANCE

<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input checked="" type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

**Statement of Significance:** South Benton Boulevard has exceptional significance in the areas of landscape architecture and in community planning and transportation.

In **landscape architecture**, South Benton extended Benton Boulevard south from Linwood as a great avenue, two miles long which survives as a remarkable example of Kessler's vision for the city and its outlying neighborhoods. As the "Historic Resources Survey of the 1893 Parks and Boulevard System" notes, Benton Boulevard and its southerly continuation received early praise as "one of the magnificent thoroughfares of the east side" and for its scenic qualities: "a beautiful perspective is obtained looking to the south, where the eye rests upon a line of hills." (See the Annual Review of the Business Men's League, 1908).

In **community planning and transportation**, South Benton Boulevard is, next to The Paseo, the most important north-south distributor/connector through the eastern districts of the city. Known originally as East Boulevard, it connected North Terrace, now Kessler Park to Brush Creek; with the opening of the Frank Seabee Bridge to Swope Parkway (1923) it completed the link to Swope Park. It achieved all of its recreational, planning and traffic objectives: it provided a pleasant driving experience, even with increasing automobile traffic from the oldest and greatest northern park (over 300 acres overlooking the Missouri River) to the largest regional park in the south (Swope Park, 1,760 acres).

## 12. INFORMATION SOURCES

### **Bibliography:**

Board of Park Commissioners. Annual Reports, 1910, 1914, 1940-41.  
Index to Minutes.  
Plan No. 11.176.

Annual Review of the Business Men's League, 1908.

## 13. FORM PREPARATION

**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F43 FRANK SEBREE BRIDGE, BENTON BOULEVARD OVER BRUSH CREEK

**Historical/Cultural Context:** The Frank Sebree Bridge, located at Benton Boulevard and Swope Parkway over Brush Creek, was planned over a nine year period. As early as 1914, the Board of Park Commissioners accepted the proposal of the engineering firm Harrington, Howard & Ash for a reinforced concrete bridge at Benton Boulevard over Brush Creek. The plans were presented to the board on December 29, 1914 and the plans for the project were approved on February 9, 1915. It wasn't until six years after that a neighborhood committee appeared before the board "urging the construction of a bridge over Brush Creek." Plans were presented and again approved on January 12, 1922. In addition, at that meeting, the board resolved to approve an agreement with Harrington, Howard & Ash for "services to design, inspect and supervise construction" of the bridge.

On January 27, 1922, the board awarded a contract to M. E. Gillioz to construct the bridge. In December of that year, plans were accepted and approved for the bronze lantern standards, designed by the Bailey-Reynolds Chandelier Company. Construction on the project began in 1922 and the bridge was dedicated on July 4, 1923. The bridge was paid for by bond fund revenues.

The Frank Sebree Bridge was repaired in 1947, while major repairs to the structure occurred in 1981. Harrington & Cortelyou, Inc., Kansas City, MO, designed the plans for the repairs. Commanche Construction Company of Olathe, Kansas was the contractor for the project. The lanterns were repaired by AEC, Kansas City, Missouri.

**Description:** The Frank Sebree Bridge measures 488 feet in length and 68 feet in width. Built of reinforced concrete, the structure features three, nine-panel continuous open spandrel concrete arches, three girder spans at the north approach and two girder spans at the south approach. All footings are on rock.

As originally built, the bridge featured a forty-foot roadway flanked by pedestrian walkways measuring ten feet in width. In 1981, when the bridge was repaired, the following changes were made:

1. Deck and railings were removed. The roadway was widened to forty-four feet and two, four foot, six inch bikepaths were constructed on each side. The pedestrian walkways were narrowed to four feet, two inches. The original rail was replaced by a metal unit.
2. The transverse members at the piers were replaced.
3. General repair of the intermediate transverse members of the spandrels was implemented.

**Integrity:** The Frank Sebree Bridge retains a high degree of integrity in location, design, setting, materials, workmanship, feeling and

association. Due to a major repair project completed in 1981, the original rail was removed, yet this modification has had a minor impact on the overall character of the bridge.

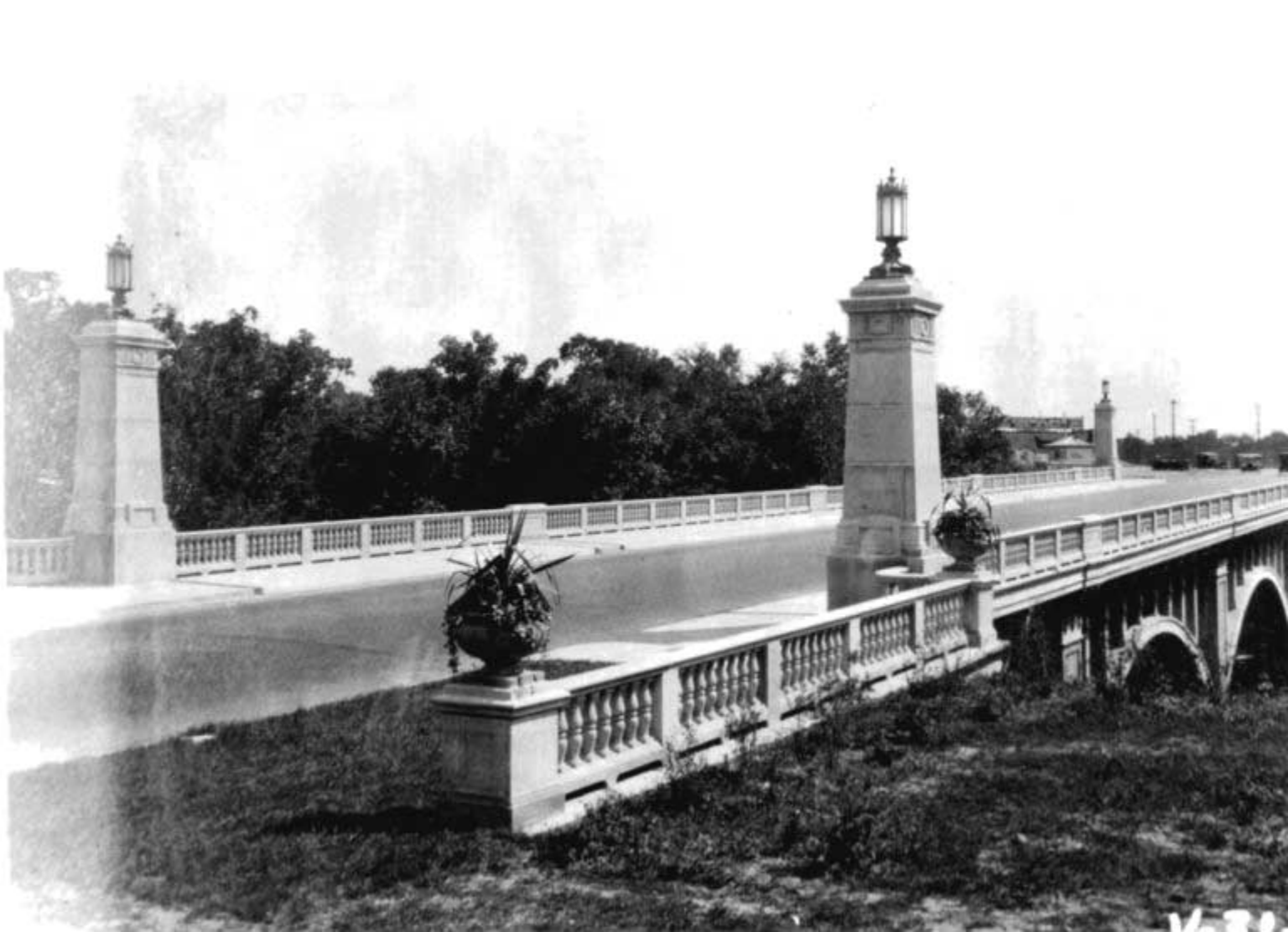
**Significance:** The Frank Seabee Bridge may be significant as a particular phase in the development of the firm of Harrington, Howard & Ash, but more study into the history of this engineering firm must be conducted in order to determine the bridge's significance in this category. From an urban design standpoint, the bridge is significant because it completes an important link between Benton Boulevard and Swope Parkway, giving access to Swope Park, the Blue River District and north to Cliff Drive and Gladstone Boulevard.

#### **Bibliography:**

Board of Park Commissioners. Annual Reports.  
Index to Minutes.

City of Kansas City, Missouri. "Benton Boulevard Bridge over Brush Creek", 1985. Copy prepared by Harrington & Cortelyou, Inc.





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B34 BROADWAY BOULEVARD

1. LANDSCAPE NAME

Historic: Broadway Avenue  
Common/Current: Broadway Boulevard

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 21.77      Length (Miles): 1.53

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monumental Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Broadway Boulevard is classified as boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No further changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From the intersection of Thirty-first Street and Broadway (at Penn Valley Park) south to Forty-third Street.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: North Plaza Survey, and Westport (Broadway/Main) Survey, Landmarks Commission, Kansas City, MO.

8. CULTURAL/HISTORIC INFORMATION

**Original Landscape Architect/Designer/Planner Name(s):** George E. Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** 1924, Wilbur H. Dunn, Fred Gabelman; 1981, Howard, Needles, Tamman & Bergendoff (HNTB).

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** McTernan and Halpin, 1902; Parker-Washington Company, 1908; Norton Rock Company, 1921

**Client/Community Leader Name(s):** NA

**Date(s) of Construction:** 1902, 1906, acquisition; 1903-1911, construction; 1948, addition

**Historical/Cultural Context:** This survey is concerned with the section of Broadway from Thirty-first to Forty-third Streets. As early as 1901 a resolution was made by the Park Board for engineers to prepare plans for a boulevard on Broadway Avenue from Fifteenth to Thirty-fifth Streets. On June 9, 1902 the Park Board recommended that Broadway Avenue from Penn Valley Park (i.e. Thirty-first Street) to the south line of Armour Boulevard be designated a boulevard. This section was acquired in 1902 and completed one year later.

In 1906 the section of Broadway Avenue from Armour Boulevard to Westport Avenue was acquired by the Park Board as a boulevard. By 1910 the boulevard was completed to Westport Avenue including grading, curbing, sidewalks and pavement. An addition to Broadway Boulevard was made in 1948 when a section of the existing Mill Creek Parkway from Westport Road to Forty-third Street was changed to Broadway. Improvements including new street lighting, traffic lights, benches, trees and crosswalks have recently been completed on Broadway Boulevard from Knickerbocker Place to Thirty-seventh Street.

Features of this boulevard include: The Westport Memorial Marker at Fortieth Street, Pioneer Park (post-1940) at Westport Road, and the Vietnam War Memorial (post-1940) at Forty-third Street.

#### **Chronology:**

1902: Broadway was paved from Penn Valley Park to Thirty-third Street by McTernan and Halpin.

1908: Curbs and gutters were constructed and macadam pavement was laid from Valentine Road to Fortieth Street. The contract for this work was awarded to the Parker-Washington Company.

1916: A request was made by the Daughters of Westport for space for a monument along Broadway.

1921: Broadway was paved from Thirty-third Street to Westport Road by Norton Rock Company.

- 1923: A triangular strip of ground at the southeast corner of Broadway and High Street (Fortieth) was acquired.
- 1924: Plans for widening Broadway from Westport Road to Hunter Avenue to 71 feet were prepared by Fred Gabelman, engineer for the Park Board and Wilbur H. Dunn, superintendent of parks.
- 1948: Mill Creek Parkway from Westport Road to Forty-third Street was changed to Broadway.
- 1950: Broadway Boulevard between Thirty-first to Thirty-third Streets received a new concrete base and asphaltic concrete surface.
- 1981: Howard Needles Tamman and Bergendoff (HNTB) prepared plans for the improvement of Broadway from Linwood Boulevard to Knickerbocker Place.
- 1987: The triangular plot of land at Westport Road and Broadway was renamed Pioneer Park, and a public artwork "The Pioneers" was installed.
- 1988: HNTB's plans enlarged to include from Thirty-first Street to Forty-third Streets.

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## 9. EXISTING CONDITIONS

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Condition	<input checked="" type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input checked="" type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** Broadway Boulevard is an important connection south from Penn Valley Park to Westport Road (Forty-third Street/Westport Avenue) and beyond to Nichols Parkway, the Brush Creek/Ward Parkway corridor and the Country Club district. It has always carried commercial traffic, and the Interstates, connections through Penn Valley Park have made it into a heavily travelled commercial corridor undistinguishable from a regular city street.

Broadway's ninety-nine feet right-of-way now has a cross-section which is a six-lane and 71 foot wide roadway with twelve to fifteen foot wide sidewalks. (The ninety-nine feet dimension is probably 1 1/2 chains, one chain = 66 feet). Low- and mid-rise commercial (or mixed commercial/residential) structures have been built out to the right-of-way line (or back of sidewalk line) throughout much of the boulevard. Consequently, there are very few older street trees, except in one or two places where free-standing buildings are set back.

Recently completed streetscape improvements for one block north and south of Knickerbocker Place feature extended brick sidewalks, parking

bays, large overhead traffic signal arms, paving, lighting, site furnishings and street tree plantings in a contemporary "shopping street" design vocabulary.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

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**Statement of Integrity:** Broadway Boulevard retains only its integrity of location; it has lost its integrity of design, setting, feeling and association, along with its materials and workmanship.

Broadway's property boundaries appear not to have changed since the years of its acquisition (1902, 1906); only a portion of Mill Creek Parkway (from Westport to Forty-third Street) was transferred to Broadway in 1948.

The Kessler design (built 1903-11) made concessions to traffic needs with a sixty foot wide roadway and twenty foot wide margins with two rows of trees on either side of the sidewalk, but soon proved inadequate. Residential properties were converted to business and the roadway was widened under Wilbur H. Dunn's superintendency to 71 feet, taking out the curbside trees. New office and commercial structures followed which were permitted to build out to the right-of-way line which became the back of enlarged sidewalks, taking out the building side trees. Through much of Broadway today, particularly from Armour Boulevard to Westport Avenue, three- to six- story structures make a continuous edge of irregular height to both sides of the boulevard. The 1981 redesign was unable to redress the balance between vehicles and pedestrians, or between a business and a parkway image.

With the loss of design and changed setting has gone all feeling of the past and association with Kessler and his citywide plan. Newer materials and workmanship have been used in the reconstruction.

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#### 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input type="checkbox"/> Example of Particular Style	<input type="checkbox"/> Example of Particular Type
<input type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

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**Statement of Significance:** Broadway Boulevard has little or no significance in the area of landscape architecture, or in community design and transportation.



In **landscape architecture**, it could have potential significance as a prototype commercial boulevard which, although contrary to the express purposes of the Kessler plans, was recognized as inevitable in several boulevard sections, such as Gillham Plaza, (see Gillham Road), Pershing Road at Union Station, and Nichols and Ward Parkways at Country Club Plaza. But the original design is so changed that it has lost its significance.

In **community planning and transportation** it could have importance as a historic connector between Penn Valley Park and the Ward Parkway/Brush Creek Valley, recognized by Kessler as the largest natural open-space corridor in his plan. But its significance on either account has been seriously diminished by the loss of those features and qualities contributing to its integrity.

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## 12. INFORMATION SOURCES

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### **Bibliography:**

Board of Park Commissioners. Annual Reports 1908, 1910, 1951-52.  
Index to Minutes.

Gabelman, Fred. Souvenir: The Park and Boulevard System of Kansas City. Kansas City: Board of Park Commissioners, 1914.

Kansas City Journal. January 4, 1924.

Kansas City Star. November 19, 1923.

Kansas City Times. December 26, 1923.

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## 13. FORM PREPARATION

---

**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)

**Street Address:** 30 West 22nd Street

**City/Town:** New York

**State:** New York

**Zip Code:** 10010

**Phone:** (212) 243-7478

**Fax:** (212) 243-7592

**Date:** 3/91

**1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F44 WESTPORT MEMORIAL MARKER, BROADWAY AT FORTIETH STREET**

**Historical/Cultural Context:** The Westport Memorial marker, located on a small triangular plot at Broadway and Fortieth Street was designed by the Kansas City sculptor, Robert Merrell Gage. This monument is a tribute to the pioneer women of the Town of Westport. It was dedicated in 1920 by the Daughters of Old Westport.

**Description:** The marker is a granite boulder with an attached bronze plaque bearing the relief of a pioneer mother and child on the east face and another bronze plaque on the west face with the following inscription: "Daughters of Old Westport, 1832 1920, Erected by the daughters of Old Westport in honor of the pioneers of Westport." The boulder measures 7'h x 4'w x 4'l and the bronze plaques measure 2'6 1/2"h x 1'8"w.

**Integrity:** The Westport Memorial Marker retains its integrity of design, setting, workmanship and location. It is in good condition.

**Significance:** This marker is not significant to the development of Broadway nor is it sited on land where a specific historic event occurred. In addition the overall design of the marker is not unique or outstanding.

**Bibliography:**

Board of Park Commissioners. Index to Minutes.

Kelsey, Lillie. Historic and Dedicatory Monuments of Kansas City. Kansas City: Board of Parks and Recreation, 1987.



**BUZZ**  
**PRINT**



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B35 BROOKSIDE BOULEVARD

1. LANDSCAPE NAME

Historic: Brookside Boulevard  
Common/Current: Brookside Boulevard

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 29.12      Length (Miles): 2.10

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monumental Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Brookside Boulevard is classified as a boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: Plans to improve intersections at Fifty-second, Fifty-fifth and Fifty-ninth Streets and Meyer Boulevard. Long-term plan to create continuous median, four-lane street with left turn bays at intersections.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From the intersection of Ward Parkway and Main Street south to Meyer Boulevard.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: NA

## **8. CULTURAL/HISTORIC INFORMATION**

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**Original Landscape Architect/Designer/Planner Name(s):** George E. Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** Hare & Hare, 1930

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** A. Stone (retaining wall); J.C. Miller (paving); J.C. Nichols

**Client/Community Leader Name(s):** J.C. Nichols, Herbert F. Hall

**Date(s) of Construction:** 1913, acquisition; 1920, construction; 1923-1926, addition

**Historical/Cultural Context:** Brookside Boulevard which runs from Main Street to Meyer Boulevard was acquired in 1913 at a cost of \$134,011.39. This thoroughfare was named for a small brook which "meandered north from about Sixty-third Street and emptied into Brush Creek just east of Main Street." In the 1914 Board of Park Commissioners' Annual Report, it is stated that Brookside Boulevard, "a valley from Brush Creek southward to Meyer will receive direct tie along pleasant lines in the entire boulevard and parkway system and further aid travel from the newly developed residential areas and from Mill Creek Parkway and Broadway through Penn Valley Park to West Terrace Drive."

A portion of Brookside Boulevard was deeded to the Board of Park Commissioners by J.C. Nichols and Herbert F. Hall in 1913. Nichols, who began his residential development in 1906 by buying 10 acres (then south of the city limits) near Fifty-first and Grand Streets, envisioned rapid development of that area.

When Brookside Boulevard was completed in 1920, it was a two-lane roadway which ran parallel to the creek and the old Dodson streetcar line lying to the east. The area between Fifty-third to Sixty-first Streets which was in the heart of Nichols' Country Club District, was already in use. By 1926, the boulevard had been widened to four lanes and improved with trees and shrubs. The Harrison branch of Brush Creek was diverted to the southeast.

Points of interest along Brookside Boulevard include Brookside Court at Sixty-Third and Meyer Boulevard, established in 1911; Brookside Park between Fifty-sixth and Fifty-seventh Streets, established in 1951; and an abandoned Country Club streetcar line (Old Dodson line) waiting shelter located at Fifty-seventh Street.

In addition, a rustic pedestrian foot-bridge was located at Fifty-second Street and Brookside Boulevard, and attributed to S. Herbert Hare. The bridge, which no longer exists, was built for the neighborhood residents who used the Country Club streetcar line at

Fifty-first and Oak Street.

#### Chronology:

1912: A letter to the Board of Park Commissioners enclosing three deeds conveying property for parks and boulevard purposes as part of Brookside Boulevard.

1913: A resolution to give the name of "Brookside Boulevard" to a public parkway and boulevard was approved.

Plans approved to grade Brookside Boulevard from Main to Forty-Ninth Streets.

The Board of Park Commissioners accept deeds from J.C. Nichols and Herbert F. Hall.

1914: Brookside Boulevard from Fifty-fourth and Fifty-fifth Streets paved.

1916: Grading of Sixty-third Street to Meyer Boulevard accepted.

1917: A retaining wall, south of Brush Creek at Brookside Boulevard, completed by A. Stone.

1919: Suggestions that the creek along Brookside Boulevard from Fifty-ninth Street to Brush Creek be improved into a series of pools.

A contract awarded to J.C. Miller to pave Brookside Boulevard from Sixty-third Street to Meyer Boulevard.

1923: The condemnation jury providing for awarding of damages in the grading and widening of Brookside Boulevard between Fifty-second and Sixty-first Street Terrace, returned its verdict to the Circuit Court.

1925: Plans for widening Brookside Boulevard from Fifty-second Street to Sixty-first Street approved by the Board. Plans called for an 80 foot width between Fifty-second and Fifty-ninth Streets and a 90 foot width south of Fifty-ninth Street. This provided a 50 foot roadway similar to that section south of Sixty-first Terrace. Harrison Creek was buried in underground sewers and the old creek bed was filled.

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#### 9. EXISTING CONDITIONS

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Condition	<u>    </u> Excellent	Changes	<u>    </u> Unaltered
	<u>X</u> Good		<u>X</u> Altered
	<u>    </u> Fair		<u>X</u> Added to
	<u>    </u> Deteriorated		<u>    </u> Loss or Removal of Features
	<u>    </u> Severely Deteriorated		<u>    </u> Boundaries or Features
			<u>    </u> Encroached Upon

**Existing Conditions:** Brookside Boulevard is the southern continuation of Mill Creek Parkway (now Nichols Parkway) to Meyer Boulevard. For much of its length it is paralleled on the east side by a dis-used streetcar line (currently being considered for Light Rail) which adds to the 80-100' street right-of-way another 100' for the rail right-of-way. In addition, there are several adjacent "vest pocket" parks and/or traffic islands located at Forty-eighth Street, north of Fiftieth Street, Fifty-second Street through Fifty-fourth Street, and Fifty-eighth Street through Fifty-ninth Street, all on the west side. There is one small triangular traffic island on the east side, south of Fifty-ninth Street.

Brookside Court (on the east side from Sixty-third to Meyer Boulevard) contains a small park with drinking fountain, benches, two tennis courts and several shade trees. Brookside Park (on the east side between Fifty-sixth and Fifty-seventh Streets) is an open west-facing hillside framed by large shade trees. A neighborhood marker is preserved at Fifty-seventh Street; an old streetcar shelter survives at Fifty-fourth Street.

The boulevard's cross section is typically a fifty foot wide roadway, with sidewalks and a single row of street trees on each side. A further row and/or group of trees separates the street car line or embellish the associated park areas. Apart from the southern end from Sixty-third Street to Meyer Boulevard which has changed to neighborhood commercial, and the north end which has been influenced by the University of Missouri at Kansas City campus and spin-off uses, the boulevard still serves the predominantly well-to-do residential neighborhoods on each side.

The boulevard has two incidental adornments: a cast stone statue with stone base and planting at Fifty-second Street and a contemporary sculpture piece at around Fifty-third Terrace, both on the east side.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input checked="" type="checkbox"/> Adjacent Features
<input checked="" type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input checked="" type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input checked="" type="checkbox"/> Vegetation	<input checked="" type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attributes):		

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**Statement of Integrity:** Brookside Boulevard retains its integrity of location; and much of its integrity of setting, design, feeling and association. Its materials and workmanship have been periodically renewed.

The **property boundaries** of the boulevard are essentially those established at the original acquisition (1913) and the further strip added (1923-25). Later additions, such as Brookside Park (1951) served to consolidate and extend the original taking.

The original Kessler **design** was for a two-lane road paralleling a small



brook and streetcar line, through the heart of J.C. Nichols' Country Club district. Photographs from the early 1920s show groups of forest trees in natural-looking arrangements with a continuously curving road alignment. The additional land for a four-lane roadway maintained the curving alignment and formalized the tree-planting in accordance with the Kessler standards (1925-26). It is this design which has survived in impressive shape, particularly for eight blocks from about Fifty-third to Sixty-first Streets.

The neighborhood's settled affluence has preserved much of the historic setting in which the boulevard first developed. The large trees have established through their size and continuity a strong community context. With few driveways fronting the boulevards, and the continuous curb/gutters only interrupted by cross-streets, traffic increases seem to have been absorbed without detriment. Thus the feeling of past time and place is well preserved through the middle stretches, less so at either ends.

Brookside's association with the Country Club District has also been strongly maintained through the Kessler connection (Kessler made plans for the district) and through the two important Kansas City business leaders, J.C. Nichols and F. Herbert Hall, who contributed land to the boulevard.

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#### 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

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**Statement of Significance:** Brookside Boulevard is highly significant in the areas of landscape architecture, and community planning and transportation.

In landscape architecture, Brookside is important for its evolutionary design from a two-lane country road to a four-lane grand avenue, on a curve so that its regularity of planting is no longer apparent and the view is continually unfolding. Its rolled curb/gutter combination was an innovation in the 20s. The 100 feet wide streetcar right-of-way gives additional spaciousness and variety to the boulevard, as do the several small "parklets".

In community planning and transportation, Brookside is an excellent example of the Kessler principle of a residential boulevard spurring and guiding the development of a high quality planned community - it has played an important role in the Kansas City history through its association with J.C. Nichols and F. Herbert Hall, and the Country Club Plaza and District. The idea of a boulevard sharing a right-of-way with

a streetcar line but separated by landscape was a significant innovation in private/public transportation theory, which may have current application if the disused transit right-of-way is converted to Light Rail.

Finally, Brookside Boulevard completed an important north to south link from the west side of the city's Central Business District from West Terrace Park (now fragmented) through Penn Valley Park, Broadway Boulevard and Mill Creek Parkway to Meyer Boulevard, following "a valley from Brush Creek southward [which] will receive direct tie along pleasant lines in the entire boulevard and parkway system and further aid travel from the newly developed residential areas".

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Report, 1914.  
Index to Minutes.  
Plan No. 11.243.

Gableman, Fred. Souvenir of the Parks and Boulevards Systems of Kansas City, Missouri. Kansas City: Board of Park Commissioners, 1920.

Kansas City Star. October 30, 1923.  
July 18, 1970.

Kansas City Times. September 25, 1925.  
September 20, 1978.

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## 13. FORM PREPARATION

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Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
Street Address: 30 West 22nd Street  
City/Town: New York      State: New York      Zip Code: 10010  
Phone: (212) 243-7478      Fax: (212) 243-7592      Date: 3/91





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B36 BRUSH CREEK BOULEVARD (MAIN STREET TO BENTON BOULEVARD)

1. LANDSCAPE NAME

Historic: Brush Creek Boulevard  
Common/Current: Brush Creek Boulevard

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres):      Length (Miles): 1.02 (Main to Paseo)  
10.41 (Paseo to Benton)      2.00 (Paseo to Benton)

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Brush Creek Boulevard is classified as a boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: A new intersection is planned between Brush Creek Boulevard and the Bruce R. Watkins Roadway which will overpass Brush Creek Boulevard, between Woodland and Prospect Avenues.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Irregularly, from Main Street east to The Paseo, thence on the north side of Brush Creek Parkway to Benton Boulevard.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input checked="" type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Rockhill Neighborhood Survey, Landmarks Commission, Kansas City, MO (portions of Brush Creek)

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**8. CULTURAL/HISTORIC INFORMATION**

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**Original Landscape Architect/Designer/Planner Name(s):** George E. Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** J.V. Lewis

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** William Rockhill Nelson; WPA workers; J. Shaw Coal & Material Company

**Client/Community Leader Name(s):** William Rockhill Nelson

**Date(s) of Construction:** 1908-09, 1911, acquisition; 1908-1915, 1941-1961, construction

**Historical/Cultural Context:** The history of Brush Creek Boulevard is at best confusing, due in part to the rather lengthy yet non-continuous span of its acquisition and construction. Adding to this confusion, the Board of Park Commissioners' Annual Reports and several newspaper articles, when describing past and future plans, refer to the location of Brush Creek Boulevard stretching from "Brookside Boulevard" to points east. This description is in error, as Brush Creek Boulevard does not intersect Brookside Boulevard at any point. Because of these facts, it appears that more research must be conducted on the history of Brush Creek Boulevard in order to determine its complete chronology.

**Chronology:**

1908-

1909: Brush Creek Boulevard from Oak Street to Gillham Road was acquired through ordinance, most likely through a deed from William Rockhill Nelson.

1910: Brush Creek Boulevard from Oak Street to Gillham Road was completed. This is the section which runs through Nelson's Rockhill District. Upon acquisition, the Park Board may have completed construction that was already underway by Nelson and property owners.

1911: Brush Creek Boulevard from Main Street to Oak Street was acquired. In addition, Brush Creek Boulevard was officially designated a boulevard.

1915: The contract for grading of Brush Creek Boulevard from Oak Street to the Country Club streetcar line (Main Street) was let in February 1915 and finished by mid-year. Paving of this section was also completed.

By the close of 1915, Brush Creek Boulevard from Main Street to Gillham Road was completed, thus making the connection between Mill Creek Parkway (now Nichols Parkway), the Country Club and

Rockhill neighborhoods, and Gillham Road. It appears the continuation of Brush Creek Boulevard, east from Gillham Road was not completed until 1941.

(Note: A 1941 article in the Kansas City Times stated that grading of the south roadway of Brush Creek Boulevard, from Brookside (Gillham?) to The Paseo, was a project that "has been planned for twenty-five years").

- 1941: Grading of the south roadway of Brush Creek Boulevard from Brookside (Gillham?) to The Paseo carried out by the WPA. Paving of Brush Creek included in the city's Five-Year improvement plan. The majority of grading from The Paseo to Prospect Avenue on the north side of Brush Creek completed.

A foot-bridge installed at Woodland Avenue.

- 1948: A \$50,025 contract for construction of Brush Creek Boulevard on the north side between The Paseo and Woodland Avenue awarded to J. Shaw Coal & Material Company. This was paid for by the 1931 trafficway and boulevard improvement bonds. This four-block section was the first link to be paved in the proposed Brush Creek Boulevard from The Paseo to Benton Boulevard.

90% of the grading from Woodland Avenue to Benton Boulevard completed.

- 1961: Brush Creek Boulevard between Benton Boulevard and Prospect Avenue (north side) completed. This link completes the connection from Cliff Drive to Van Brunt Boulevard south to Swope Parkway and Swope Park and west to the Country Club District.

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## 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** Brush Creek Boulevard is an important cross-route connecting the Ward Parkway corridor at the west end to Van Brunt Boulevard and the Blue River Valley at the east end. It is best considered in two sections: the western section from Main street to The Paseo, and the eastern section from The Paseo to Benton Boulevard.

The western section from Main Street to The Paseo makes a number of jogs and changes its cross section several times. At The Paseo, it steps a whole block from Forty-sixth Street to Forty-Seventh Street before continuing. The eastern section from The Paseo to Benton Boulevard winds along the northern side of Brush Creek Parkway and, without driveways and curb cuts, functions as a free-flow parkway-type facility.

Proceeding east from Main Street to Oak Street, the boulevard extends the line of Forty-seventh Street. Its cross section is a sixty foot wide roadway in a 125 foot right-of-way with thirty foot ± margins for street trees and sidewalks. Planes have replaced American elms. From Oak Street to Rockhill Road the boulevard follows the southern property line of the Nelson-Atkins Museum of Art grounds. In this section, the right-of-way is 100 feet and the roadway is divided by a narrow grass median with floral planting but no street trees. From Rockhill Road to Gillham Road, the boulevard jogs through the southern part of the Rockhill neighborhood. Its right-of-way varies between eighty and 105 feet and the roadway is forty to sixty feet wide. Just west of Gillham Road, there is a neighborhood marker and traffic control island added in 1989. From Gillham Road to The Paseo, the boulevard has a right-of-way of about 100 feet and a roadway of about sixty feet, and is planted with Siberian elms.

From The Paseo, Brush Creek Boulevard follows the north side of the Brush Creek Parkway. In this eastern section, the roadway is fifty feet wide with a sidewalk and street trees on the north side and the park landscape on the south side. The parkside plantings become more open and irregular, like a large picturesque park. On the north side, there is a particularly fine group of three rows of Siberian elms. The last stretch of boulevard at the eastern end, from about the line of Bellefontaine Avenue to Benton Boulevard has park on both sides. Throughout, the elms have been interspersed with other replacement street tree species, predominantly sugar maples and pin oaks.

#### 10. INTEGRITY/AUTHENTICITY

<u>X</u> Property Boundary(ies)	<u>X</u> Use	<u>    </u> Adjacent Features
<u>    </u> Design/Plan	<u>    </u> Design Intent	<u>    </u> Spatial Relationships
<u>X</u> Topography/Grading	<u>X</u> Vegetation	<u>    </u> Scenic Quality
<u>    </u> Architectural Features	<u>X</u> Circulation	<u>    </u> Site Furnishings
<u>    </u> Other Specific Attribute(s): _____		

**Statement of Integrity:** Brush Creek Boulevard has to be considered in two sections. The western section from Main Street to The Paseo has retained much of its integrity of location and setting; and some of its integrity of design, feeling and association. Its materials and workmanship have been periodically renewed. The eastern section from The Paseo to Benton Boulevard dates from 1941 to 1961 and, therefore lacks integrity on all counts since it is too recent.

The **property boundaries** of the western section of Brush Creek Boulevard appear to be essentially unchanged from the original acquisitions (1908-11), with the exception that the one-block south of the Nelson-Atkins Museum (then, the estate of William Rockhill Nelson) from Oak Street to Rockhill Road was relocated sometime after 1915. The **setting** of this stretch of boulevard below the museum and jogging through the south side of the historic Rockhill neighborhood to the south end of Gillham Road preserves much of the ambience of c. 1910 when it was first opened. Although completed much later (1941?), the great Siberian elms along the five blocks of the east end from Gillham Road to The Paseo (once named



Gillham Road) extend the boulevard image, as do the large planes planted as replacements for the original American elms along the three blocks at the west end.

Despite the substitution of medium-rise apartment buildings at this end, something of the feeling of an earlier time lingers with the memory of and association with the powerful Nelson who championed the need for a city-wide Park and Boulevard Plan from 1881 through the critical 90s when the plan was under bitter legal attack, and into the early 20th century when his altruism was tempered with self-interest for the development of the neighborhood around Oak Hall, now named after him.

The Kessler design has been subject to minor modifications (e.g. traffic medians between Oak Street and Rockhill Road and at the east entrance to the Rockhill District from Gillham Road) but its major lines and features from 1908-1915 are still recognizable.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input type="checkbox"/> Example of Particular Style	<input type="checkbox"/> Example of Particular Type
<input type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies):	

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**Statement of Significance:** The western section of Brush Creek Boulevard is highly significant in the areas of landscape architecture, and in community planning and transportation. The eastern section, though of interest in illustrating the evolution of parkway design, is too recent to qualify as having historic significance.

In landscape architecture, Brush Creek Boulevard from Main Street to The Paseo is an important, early residential boulevard which applied the 100 feet right-of-way Kessler standard. Though short, it was a necessary first step for the later extension along the north side of the Brush Creek Valley (see Brush Creek Parkway, B37).

In community planning and transportation, it is an excellent example of a boulevard stimulating and guiding residential development, in this case the neighborhood focused around the home of William Rockhill Nelson. Its association with Nelson, who was one of the great triumvirate of men (Nelson, Meyer, Haff) who pushed Kessler's plan and "made it happen" makes this section of the boulevard especially significant.

As a traffic distributor, the Brush Creek Boulevard from Main Street to The Paseo provided an important west/east connection between three great north/south boulevard routes: Broadway Boulevard/Mill Creek (now Nichols Parkway)/Brookside Boulevard, Gillham Road/Rockhill Road, and The Paseo.

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## 12. INFORMATION SOURCES

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### **Bibliography:**

Board of Park Commissioners. Annual Reports, 1909, 1914, 1941.  
Index to Minutes.

Kansas City Times. August 20, 1941.  
November 19, 1948.

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## 13. FORM PREPARATION

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)

**Street Address:** 30 West 22nd Street

**City/Town:** New York

**State:** New York

**Zip Code:** 10010

**Phone:** (212) 243-7478

**Fax:** (212) 243-7592

**Date:** 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B37 BRUSH CREEK PARKWAY

1. LANDSCAPE NAME

Historic: Brush Creek Parkway  
Common/Current: Brush Creek Parkway/Brush Creek Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 235.85      Length (Miles): 3.63

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Brush Creek Parkway is classified as a parkway by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: The entire valley is the subject of several Brush Creek Development Projects (see B37.3) which will transform the channel into a series of eight-lakes and the park into a mixed-use urban greenway, combining flood control, beautification and economic development benefits. The Bruce R. Watkins Roadway is planned to cross the Brush Creek Valley between Woodland and Prospect Avenues.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: As described, it includes Brush Creek Valley from the State Line at State Line Road and Ward Parkway (1900 W.) to Cleveland Avenue (3000 E).

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

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**8. CULTURAL/HISTORIC INFORMATION**

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Original Landscape Architect/Designer/Planner Name(s): George E. Kessler, landscape architect and park staff

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): WPA

Client/Community Leader Name(s): H.T. Poindexter, W. Forest Brown, Brush Creek Improvement Association

Date(s) of Construction: 1916-17, acquisition; 1917-20, 1938-1941, construction

Historic/Cultural Context: Brush Creek Parkway is described as running from the State Line to Cleveland Avenue for 3.63 miles, encompassing 285.85 acres. This appears to include the park between the north and south roadways of Ward Parkway from the State Line downstream to Mill Creek Park, the portion of Mill Creek Park on either side of the creek and its continuation downstream below the Nelson-Atkins Museum of Art (known as Theis Mall) and paralleling Volker Boulevard to The Paseo, and the broader parkland from The Paseo to Cleveland Avenue. (It may also include the parkland below Cleveland Avenue to the confluence of Brush Creek and the Blue River). "Parkway" is misleading in this case, because the land in question is park and the roadways north and south of the creek are named separately - Ward Parkway, Volker Boulevard, Brush Creek Boulevard, Swope Parkway - though sometimes their acreage is included in Brush Creek (e.g. Volker Boulevard) and sometimes not (as in the case of Brush Creek Boulevard and Swope Parkway). With the ongoing replanning of the entire valley, the park from end to end is now referred to as Brush Creek Park.

This report discusses the "historic" section of Brush Creek Park, constructed 1938-1941, running from The Paseo downstream to Benton Boulevard. The upper portion of this, which runs from The Paseo to Prospect Avenue, was long a neglected portion of the City where sewers emptied into an open stream and where the low-lying land north of Swope Parkway often flooded. Today, this original portion of the parkway serves as a continuous park.

The proposition to establish Brush Creek Parkway began in March, 1913 and by 1917 an ordinance providing for a parkway along Brush Creek from The Paseo to Prospect Avenue was passed. It wasn't until 1938 that the parkway from The Paseo to Benton Boulevard was actually developed when the WPA cleared 120 acres of land and started their beautification project which was completed in 1941. That program provided for the establishment of numerous playgrounds and the installment of a footbridge across Brush Creek at Woodland Avenue.

In July, 1977, the Southern Christian Leadership Conference requested that the name of Brush Creek Parkway be changed to "Martin Luther King, Jr. Park". In 1978, the Martin Luther King, Jr. Square was established at Swope Parkway and Woodland Avenue as part of Brush Creek Parkway. The most recent addition to the parkland is the Spirit of Freedom Fountain which was dedicated September 13, 1981. The granite and bronze fountain, inspired by Bruce R. Watkins, a former City Councilman was designed by Richard Hunt with assistance from E.F. Corwin.

#### **Chronology:**

- 1906: A resolution adopted instructing George E. Kessler to prepare map of Brush Creek Valley showing land to be condemned.
- 1913: A proposition to establish a city park along Brush Creek Valley from Woodland Avenue to Prospect Avenue presented by Alderman W. Forest Brown of the 13th Ward.
- 1914: An ordinance providing for a park as described in 1913 was killed by the Board of Park Commissioners. The ordinance had passed the lower house of the council in 1913, but was then vetoed by the mayor. When it was learned that the council was going to override the veto, the Park Board rescinded its action making the ordinance void.
- 1916: The fight for reclamation of Brush Creek Valley from The Paseo to Prospect Avenue began. H.T. Poindexter, president of the Brush Creek Improvement Association, led the campaigning efforts.
- The lower house of the council passed an ordinance authorizing the Board to condemn approximately forty acres of land along the north bank of the creek.
- Condemnation order passed by the upper house.
- 1917: Plans for beautification of Brush Creek Valley began. This was the first phase of construction work to be implemented.
- 1920: The City Comptroller requested to dispose of buildings recently condemned from The Paseo to Prospect Avenue.
- 1929: The enlargement and extension of Brush Creek Parkway.
- 1938: 150 WPA Workmen began improving approximately 120 acres in Brush Creek Parkway from The Paseo to Benton Boulevard. The city provided the materials, mostly raw materials "obtainable from park property."
- 1941: The beautification of Brush Creek Parkway conducted by the WPA was completed from The Paseo to Benton Boulevard. This included portions of Brush Creek Boulevard.

1990: The middle and lower valley is studied for a "Cultural Corridor Plan" and a "Blue River Development Plan", providing enhanced cultural and recreational opportunities.

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#### 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input checked="" type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** The "historic" part of the Brush Creek Parkway begins at The Paseo, where The Paseo separates into a divided parkway and its start is marked with a triangular shaped median with floral planting. From this point eastwards, Brush Creek Parkway is in effect the parkland between Brush Creek Boulevard on the north side of the creek and Swope Parkway on the south side.

The creek is crossed at Woodland Avenue, Prospect Avenue, Benton Boulevard (the Frank Seabee Bridge) and Cleveland Avenue. The Prospect Avenue Bridge is a new cast in place structure. The Seabee Bridge dates from 1923.

Parklands on both sides of the creek are utilized for recreation facilities. On the north side east of Woodland Avenue is Martin Luther King, Jr. Square, a picnic area and playground (with limestone tables and barbecue grilles), a ballfield, 4 tennis courts and a parking area for about 20 cars, renamed "Martin Luther King, Jr. Park". Between Prospect Avenue and Benton Boulevard on the south side is another ballfield with skimmed diamond and bleachers, and another parking lot of about 20 car capacity.

Between Benton Boulevard and Cleveland Avenue on the north side is the "Spirit of Freedom" fountain and an amphitheater built into the slope immediately behind it, completed in 1990. On the south side is the new Bruce R. Watkins Cultural Heritage Center.

The creek from Rockwell Terrace to Cleveland Avenue has been channelized into an open concrete culvert with an approximately 60 feet wide paved bottom and with access to a bikeway in the creek bed from The Paseo, Woodland Avenue and Benton Boulevard. This whole area between The Paseo and Benton Boulevard, plus an upstream section to Rockhill Road, is the subject of a current study for a "Cultural Corridor Plan" which addresses the entire valley. A companion study for the "Blue Parkway Development" focuses on the area downstream of Benton Boulevard to Elmwood Avenue.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality

Architectural Features   Circulation   Site Furnishings  
Other Specific Attribute(s): \_\_\_\_\_

**Statement of Integrity:** Brush Creek Parkway may retain much of its integrity of location and some of its integrity of setting, design and hence, feeling and association. Materials and workmanship have, probably, lost much of their integrity, when the creek was channelized and the park facilities were augmented in the period 1941-1961.

The original boundaries were first proposed by Kessler in 1906 who recognized the importance of this major natural stream valley to the entire Parks and Boulevards Plan. But action on his recommendation dragged on until 1916-17 when a community group known as the Brush Creek Improvement Association importuned the Park Board to act and the first phase of beautification began. The southern limits had already been fixed (Swope Parkway was acquired in 1904, 1909) but the northern limits lingered until the completion of Brush Creek Boulevard (1941-61).

How much of the Kessler plan ever progressed into design in 1917 is not known, although his design intent for a valley park with lakes, promenades, recreation facilities and flood control had been much publicized and the kind of combination of engineering, transportation, hydrology and regional recreation that he visualized had been demonstrated in his unsuccessful proposal for the Blue River (1912). Later improvements by park staff using WPA funds (1938-41) gave effect to the Kessler proposal for recreation, but were of limited extent. Later years have seen other ad hoc improvements (e.g. the Spirit of Freedom Fountain, 1981; the Amphitheater, 1990). The entire valley is an unfulfilled opportunity for a unique river park that the current "Cultural Corridor Plan" and "Blue River Development Plan" are intended to address.

The Kessler association with Brush Creek Parkway is pervasive although little tangible has been built. There is little feeling for the lakes and promenades he championed - yet. Original materials and workmanship are limited to surviving structures (such as the 1923 Frank Seabee Bridge). But the new plan in preparation could do more to recall the historic sense, as well as serve the abutting communities and city at large, than all the unrelated efforts of the past eighty-five years.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> <u>X</u> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> <u>Historic Significance in Landscape Design/Planning</u>	
<input type="checkbox"/> <u>Work of Recognized Master Designer(s)/Planner(s)/Builder(s)</u>	
<input type="checkbox"/> <u>Cultural Significance</u>	<input type="checkbox"/> <u>Important Landmark</u>
<input type="checkbox"/> <u>Important Artistic Statement</u>	<input type="checkbox"/> <u>Unique Regional Expression</u>
<input type="checkbox"/> <u>Use of Unique Materials</u>	<input type="checkbox"/> <u>Example of Fine Craftsmanship</u>
<input type="checkbox"/> <u>Example of Particular Style</u>	<input type="checkbox"/> <u>Example of Particular Type</u>
<input type="checkbox"/> <u>Example of Particular Time</u>	<input type="checkbox"/> <u>Example of Time Sequence</u>
<input type="checkbox"/> <u>Other Verifiable Quality(ies):</u>	_____

**Statement of Significance:** Brush Creek Parkway has some significance, and may be highly significant for landscape architecture and community



planning.

In **landscape architecture**, Brush Creek Parkway has the potential to be the great river park that Kessler believed ardently that Kansas City should have. More research is needed to determine whether specific design features were ever developed and, if so, whether they are appropriate and relevant for the social/recreational/cultural programs of the 1990s and the 21st century.

In **community planning**, Brush Creek Parkway has the potential to be the "East Side's Ward Parkway", which has so profoundly influenced the development of the Country Club Plaza and the Country Club District. Poised between the Mall below the Nelson-Atkins Museum of Art at the west end and the fountain and amphitheater below the Bruce R. Watkins Heritage Center at the east end, Brush Creek Parkway could be the great valley park organizing the east/west axis of the city as The Paseo has structured the north/south axis for much of the past century.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Reports, 1914, 1940-41.

Kansas City Star. March 11, 1913.  
July 11, 1916.  
August 8, 1916.  
February 10, 1939.

Kansas City Times. April 21, 1914.  
August 8, 1916.  
December 1, 1938.

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## 13. FORM PREPARATION

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)

**Street Address:** 30 West 22nd Street

**City/Town:** New York      **State:** New York      **Zip Code:** 10010

**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B38 BUDD PARK ESPLANADE

1. LANDSCAPE NAME

Historic: Budd Park Esplanade  
Common/Current: Budd Park Esplanade

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 3.92      Length (Miles): 0.37

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input checked="" type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Budd Park Esplanade is classified as a parkway by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: NA

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: Runs east from Van Brunt Boulevard to Brighton Avenue at the west side of Budd Park; thence, around the west and south sides of the park.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: NA

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): Attributed to

George E. Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** NA

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** E.F. Clarkson (grading); J.C. Lyle (paving)

**Client/Community Leader Name(s):** Azariah Budd; J.V. Lewis (1960)

**Date(s) of Construction:** 1913-1915, acquisition; 1912-1917, construction

**Historical/Cultural Context:** Budd Park Esplanade is actually a continuation of Anderson Avenue from Van Brunt Boulevard to Brighton Avenue, and a continuation of Lexington Avenue (where it jogs to the south) from Brighton to Hardesty Avenues. As late as 1909, the Board of Park Commissioners felt that "in the very near future the eastern section of the city must receive attention...Budd Park should be brought into the system by a boulevard from north to south." Built as a link to Van Brunt Boulevard from Budd Park, Budd Park Esplanade was completed in 1917 at a construction cost of \$7,828.73. It was acquired by the Board of Park Commissioners by condemnation.

That portion of Budd Park Esplanade that stretches from Van Brunt Boulevard east to Brighton Avenue befits the true meaning of the word esplanade which is "a grassed or landscaped median strip". Here, the street features a wide, landscaped parkway with the highly visible American Legion Fountain sited at its western boundary.

(For a history of Budd Park, see the "Historic Resources Survey of the 1893 Parks and Boulevards System").

#### **Chronology:**

1905: A resolution to open and establish a street from the south side of Budd Park.

The Board of Park Commissioners designate twenty-five feet of ground on the south side of Budd Park a public street.

1908: A resolution adopted instructing the Board to undertake to solve the proposition of connecting Budd Park with the park system by boulevards.

1911: Property owners and residents in the East park district protest against a boulevard seventy-one feet in width along the south side of Budd Park.

1912: Grading and sodding of the intersection of Budd Park Esplanade and Brighton approved and accepted by the Park Board.

1913: Condemnation proceedings of public parkway approved and paid out of Park Board fund.

1915: A resolution adopted to rename, by the name of "Budd Park Esplanade", a boulevard along the side of Budd Park, formerly Anderson Avenue.

A resolution adopted to grade Budd Park Esplanade from Brighton to Hardesty Avenues.

1916: E.F. Clarkson contract accepted, approval and work completed.

1917: A paving contract awarded to J.C. Lyle work completed October 3.

1960: The American Legion Memorial previously located at 9th and Main Streets was transported to Budd Park Esplanade.

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## 9. EXISTING CONDITIONS

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Condition	<input checked="" type="checkbox"/> Excellent	Changes	<input checked="" type="checkbox"/> Unaltered
	<input type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** The "true" parkway from Van Brunt Boulevard to Brighton Avenue descends gradually to Budd Park. This part of the esplanade consists of a 130 foot wide two thirty foot wide divided roadways divided by a thirty foot wide grass median, and six foot wide grass strips and five foot wide sidewalks on each side. The median is planted with two rows of mature Japanese pagoda trees, and each side of the esplanade has a row of tulip poplars and elms. At the head of the esplanade at Van Brunt Boulevard is the American Legion Memorial.

The continuation of the esplanade around the west and south sides of Budd Park is a thirty foot wide regular street with grass edges and sidewalks, heavily planted with row of elms, maples and ash on each side.

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## 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s):		

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**Statement of Integrity:** Budd Park Esplanade has retained its integrity of location and setting; and much of its design, feeling and association. Its materials and workmanship have been renewed.

Its property boundaries date from its original acquisitions in 1913 and 1915: the connection from Van Brunt Boulevard to Budd Park was created by widening Anderson Street; residents opposed the widening up of the west and south sides of the park, which has to this day the dimensions of a regular street. The park preserves much of the original ambience

and the setting is still predominantly a close-knit neighborhood of small houses clustered around the park and its esplanade approach.

Budd Park was given to the Park Board in ....., and the desire to "[bring it] into the system by a boulevard from north to south" occupied the Board's attention in the early 1900s. The esplanade's design attributed to Kessler, is contemporary with Belmont Boulevard and the northern stretches of Benton Boulevard, and is unique in having "a grassed or landscaped median strip" which apart from the resurfacing of the roadways and the replacement of the original trees, survives intact. The feeling of historic time and the association with Kessler and the early Park Boards remains strong. Only the materials and workmanship are not original, but they are similar to the design intent and consistent with its purpose and character.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> X Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> X Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> X Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input type="checkbox"/> Example of Particular Style	<input type="checkbox"/> Example of Particular Type
<input type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies):	

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**Statement of Significance:** Budd Park Esplanade is therefore, highly significant in the areas of landscape architecture and community planning.

In landscape architecture, its unusual dual roadway design running two blocks with four rows of trees is of great interest. The formal planting of this short corridor, and the streets around the sides of the park, is in direct contrast to the informally landscaped park. The replanting of the corridor has been sympathetic to the original conception.

In community planning, Budd Park Esplanade is a rare example of an important neighborhood park, that has most successfully "anchored" its local community for over 75 years, being directly tied into a major boulevard. The association of Kessler and the early Parks Board and Azariah Budd, one of the system's early benefactors, is highly significant for demonstrating how a private initiative (i.e. the giving of land for a park) can be reaffirmed and solidified by public actions (i.e. the building of the esplanade), making the social benefits of the whole much greater than its independent parts.

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## 12. INFORMATION SOURCES

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### **Bibliography:**

Board of Park Commissioners. Annual Reports.  
Index to Minutes.

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Piland, Sherry and Ellen Uguccioni. Fountains of Kansas City: A History and a Love Affair. Kansas City: City of Fountains Foundation, 1985.

Wolfenbarger, Deon. "Historic Resources Survey of the 1893 Parks and Boulevards System, Kansas City, Missouri." Copy, 1989.

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**13. FORM PREPARATION**

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)

**Street Address:** 30 West 22nd Street

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**Date:** 3/91







1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F45 AMERICAN LEGION MEMORIAL FOUNTAIN, BUDD PARK ESPLANADE

**Historic/Cultural Context:** The American Legion Memorial Fountain located at the intersection of Van Brunt and Budd Park Esplanade, was originally sited at the Ninth and Main Streets in front of the Westgate Hotel. It was dedicated at that location on November 2, 1921, two days after the dedication of another American Legion memorial Fountain in Swope Park. Both of these fountains were gifts from the city under the administration of Mayor Cowgill to honor the American Legion Posts.

For a period of time, the Memorial Fountain at Ninth and Main Streets remained a prominent focal point of the intersection, but it gradually became isolated "as vehicles displaced the cable car and pedestrian traffic. Since it stood in the middle of this busy hub, it became a great problem in the management of area traffic."

In 1958, when urban renewal began to change the face of Kansas City's downtown core, it appeared that the Memorial Fountain was "marked for extinction". J. V. Lewis, superintendent of parks and the Board of Park Commissioners decided to move the fountain and in 1960 the six-ton piece was transported to its present location. Q. A. Guidici, president of a local funeral monument company, executed the move. Prior to this move, there was a proposal to move the monument to a site at the intersection of Grand, Main and Twenty-seventh Streets. The plan was abandoned.

**Description:** The American Legion Memorial Fountain measures approximately ten feet in height from its base to the tip of the shaft. The fountain features a circular base, a "saucer receptacle" seven feet in diameter and a rectangular shaft constructed of Tennessee marble. The shaft is placed at the center of the saucer and displays two rectangular bronze plaques (east and west sides) depicting soldiers and sailors of World War I in action. The decoration of the fountain is the work of Robert Merrill Gage. In designing the piece, Gage was assisted by Wilkinson and Crans, local architects and G. B. Franklin, also an architect.

The north and south sides of the fountain's shaft display inscriptions. The north side displays the words:

"United Kansas City  
American Legion Posts  
October 31-November 2, 1921."

Below this inscription are the names of the American Legion Posts.

The south side bears a quotation from Theodore Roosevelt which reads:

"All daring and courage  
all iron, endurance of  
misfortune, all devotion  
to the ideal of honor and

the Glory of the Flag  
makes for a finer and  
Nobler type of Manhood."

**Integrity:** Although the American Legion Memorial Fountain has lost its integrity in location and setting due to its relocation in 1960, the monument still retains a high integrity in design, materials, workmanship, feeling and association. The memorial appears to be in good condition, although the fountain feature has not functioned since the winter of 1921.

**Significance:** Like the American Legion Memorial II Fountain located in Swope Park, the American Legion Memorial I Fountain sited at Budd Park Esplanade is significant as an outstanding work of a master, Robert Merrell Gage. But because the fountain has been moved from its original commercially-oriented location to a new siting, residential in character, a false sense of history has been created.

**Bibliography:**

Kansas City Times. December 27, 1958.  
February 17, 1960.

Piland, Sherry and Ellen Uguccioni. Fountains of Kansas City: A History and Love Affair. Kansas City: City of Fountains, 1985.

OD PARK ESPLANADE



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B39 CHESTNUT STREET PARKWAY

1. LANDSCAPE NAME

Historic: Agnes Avenue Ravine

Common/Current: Chestnut Street Parkway or Chestnut Parkway

2. LOCATION

City/Town: Kansas City  
Area (Acres): 17.00

County: Jackson  
Length (Miles): 0.80

State: Missouri

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Chestnut Street Parkway is classified as a parkway by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: Runs from Independence Boulevard north through Kessler Park continuing as a park drive to its northern boundary.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): George E.

Kessler, landscape architect

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): Unknown

Client/Community Leader Name(s): NA

Date(s) of Construction: 1915-1919, acquisition; 1915-1920, construction

**Historical/Cultural Context:** As described in the 1893 Report, Chestnut Street Parkway was originally "a large lateral ravine" called the "Agnes Avenue Ravine" running north from Independence Boulevard to the bluffs. It was described as a beautiful and wide ravine which divided the residential sections of Garfield and Pendleton Heights to the west from the residential property to the east sited along Gladstone Boulevard and Walrond Avenue. The Board of Park Commissioners, in their Report, proposed to include the Agnes Avenue Ravine along with a large territory called "The Wilderness" including Scarritt Point and Prospect Point in a great park, to be named North Terrace Park. George E. Kessler added "by means of an inexpensive stone viaduct 'Cliff Drive' can be brought from Scarritt Point to Prospect Point... so that the charming regions on both sides of the Agnes Avenue Ravine...can be easily connected by a most charming drive. The regions east and west of the Agnes Avenue Ravine should unquestionably be connected and would form the basis of a unique and beautiful park."

The name Agnes Avenue changed to Chestnut Avenue in 1895 and in March 1915, studies plans and estimates "for a trafficway through Chestnut Canyon in the North Terrace Park" were approved by the Board. These plans provided for a connection with a viaduct over the railroad tracks at the north line of the park and for a bridge carrying Cliff Drive over the trafficway at the northeast corner of the lake.

In 1919, plans to widen Chestnut Parkway were approved because of an increase in traffic to the East Bottoms. Property owners advocated the widening of the boulevard (half a block on both sides) which was planned by George E. Kessler. Today, Chestnut Street Parkway runs from Independence Boulevard north through Kessler Park for .80 miles. Its official acquisition occurred between 1915 and 1919 by condemnation as an addition to Kessler Park. Two features of Chestnut Avenue Parkway include the Cliff Drive Bridge, built in 1920 and the Central Electric Railway Company Bridge built c.1908.

#### **Chronology:**

1895: Agnes Avenue name changed to Chestnut Avenue.

1900: Design for steel viaduct over Agnes Avenue gorge for Central Electric Railway Company approved (Waddell and Hedrick).

1908: Resolution consenting that Central Electric Railway Company build

and operate and maintain its street railway into, through and over a portion of North Terrace Park.

1915: Studies and plans for Chestnut Avenue approved by Board of Parks Commissioners.

1919: Plans to widen Chestnut Avenue Parkway approved.

Bid for the construction of a bridge carrying Cliff Drive over Chestnut Avenue awarded to the Concrete Construction Company.

1920: Cliff Drive Bridge completed.

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## 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input checked="" type="checkbox"/> Unaltered
	<input type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input checked="" type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** Chestnut Street Parkway runs straight north from Independence Boulevard through Kessler Park, descending gradually northwards and passing beneath Lexington Avenue. It continues northwards through the park, under Cliff Drive. Lexington Avenue crosses the valley on a steel girder bridge (completed 1908) and Cliff Drive is carried on a reinforced concrete bridge (completed in 1920). The parkway section has a right-of-way at Independence Boulevard of about 175 feet, widening to 300 feet in accordance with the 1919 recommendation to take half a block on both sides. The roadway is forty feet wide with open grass slopes on either side, backed by massed tree belts which screen much of the adjoining housing from view. Without intersections and with grade separated crossings, Chestnut is a "true" parkway.

Several large shade trees are showing some branch damage. Street lights mounted in telephone poles line both sides of the parkway. Southwest of Cliff Drive bridge, in the park, is an ornamental lake with new concrete terrace, boardwalk and crushed stone paths.

The overall condition of Chestnut Street Parkway is only fair and parts of the adjacent landscape show erosion, bare grass areas, debris and needed treework. At the time of this survey in the Fall of 1990, the parkway was closed to traffic due to construction at the northern end.

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## 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

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**Statement of Integrity:** Chestnut Street Parkway retains its integrity of location; and some of its integrity of setting, design, feeling, and association. Its materials and workmanship have been periodically changed as part of routine maintenance.

Its **property boundaries** are those finalized in 1919. At that time, its design as a forty feet wide roadway in a 300 foot wide reservation, allowed Kessler's 1915 plan "for a trafficway through Chestnut Canyon in the North Terrace Park" to be finally realized. The former steep banks of St. Agnes Ravine could be graded and planted for the parkway to underpass the Lexington Avenue Drive (which had been completed earlier) and the Cliff Drive Bridge which was finished as part of this construction. (The Cliff Drive Bridge is in the park and not part of the Chestnut Street Parkway, but it is discussed in this report for completeness).

Although it is doubtful that the design as-built was exactly as Kessler conceived it and the condition of the roadway and its landscape is not good, the **setting** of the parkway in what is now a shallow valley still captures something of the sense of what was once a beautiful "park like" conversion of a wide ravine described in the Park Reports of the period. Somewhat like Spring Valley, the vegetation on either side conceals the residential areas and suggests the feeling and idea of a separate, tranquil, pastoral world of rippling grass and broad, round headed forest trees, the industrial image of the Lexington Avenue Bridge notwithstanding.

So although indirect, the association of Chestnut Street Parkway with Kessler and his largest North Terrace Park, now named after him is inextricably bound up with this special ravine which gave him the idea of transforming it to "...form the basis for a unique and beautiful park."

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies):	

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**Statement of Significance:** Chestnut Parkway is, therefore, highly significant in the areas of landscape architecture, and community planning and transportation.

In **landscape architecture**, it is one of the principal entrances to Kessler's great northern park, planned and described by him, and built in a sympathetic style, probably by others. Chestnut Street Parkway's grading, engineering and planting show Kessler's influence. Although its physical shape is not in the best condition, its significance would be



heightened by a sympathetic restoration.

In **community planning**, Chestnut Street Parkway is important as a narrow valley park created out of an existing ravine to provide citywide access to a great public park, besides serving the abutting communities. It was the largest of several ways in and out of the park, connected to the most important crosstown boulevard, Independence Boulevard. To one side is, arguably, one of the greatest surviving Kessler park structures, The Colonnade, overlooking the park at the head of Gladstone Boulevard.

In **transportation**, Chestnut Street Parkway is significant as an early example of a "true" parkway: a way through a park offering uninterrupted traffic movement, limited access and grade-separated crossings. Kessler was undoubtedly aware of Olmsted and Vaux' use of grade separations in Central and Prospect Parks, New York (1858-63 and 1866-74). Here, he used the land configuration to not so much separate out non-park from park traffic as to join communities and make a through-park drive that was independent of cross-park movements.

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## **12. INFORMATION SOURCES**

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### **Bibliography:**

Brackney, Herbert. Gazetter of the Park and Boulevard System. 1893-1974. Kansas City, Missouri.

Kansas City Star. June 17, 1919.

Kansas City Times. June 18, 1919.

Report of the Board of Park Commissioners of Kansas City, Missouri,  
Embracing Recommendations for the Establishment of a Park and Boulevard  
System for Kansas City. Resolution of October 12, Kansas City: Hudson-  
Kimberly Publishing Company, 1893.

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## **13. FORM PREPARATION**

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)

**Street Address:** 30 West 22nd Street

**City/Town:** New York

**State:** New York

**Zip Code:** 10010

**Phone:** (212) 243-7478

**Fax:** (212) 243-7592

**Date:** 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
 F46 CLIFF DRIVE BRIDGE, CHESTNUT STREET PARKWAY

**Historical/Cultural Context:** As early as 1893, George Kessler recommended that the areas known as Scarritt Point and Prospect Point should be connected "by means of an inexpensive stone viaduct" bringing Cliff Drive over the Agnes Avenue Ravine. Yet, it wasn't until 1916 that the Board amended an ordinance relating to the construction of Cliff Drive Bridge. Three years later, the Board approved and awarded a contract for the construction of the bridge to Concrete Construction Company. In July, 1919, work on the bridge began and in 1920, the bridge was completed. The firm of Harrington, Howard and Ash was the engineer designer for the project.

**Description:** The Cliff Drive Bridge, which spans Chestnut Street Parkway is a reinforced concrete and stone structure featuring a single span (continuous open spandrel) arch and cast-stone railings. The bridge carries a double-roadway without sidewalks. A single flight of stairs reaching to Chestnut Parkway below is located at the northeast portion of the structure.

**Integrity:** The Cliff Drive Bridge retains a high degree of integrity in location, design, setting, materials, workmanship, feeling and association. However, the overall condition of the structure is fair to poor, with portions of the concrete cracked or extinct.

**Significance:** The Cliff Drive Bridge, designed by Harrington, Howard and Ash in 1920, does not appear to be a significant example of an exceptional engineering phase in the firm's development. However, the bridge, as a critical link within North Terrace Park, is important from an urban design standpoint.

**Bibliography:**

Board of Park Commissioners. Index to Minutes.

Report of the Board of Park Commissioners of Kansas City, Missouri.  
 Embracing Recommendations for the Establishment of a Park and Boulevard System for Kansas City. Resolution of October 12, 1893. Kansas City: Hudson-Kimberly Publishing Company, 1893.



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F47 CENTRAL ELECTRIC RAILWAY BRIDGE, LEXINGTON AVENUE OVER CHESTNUT STREET  
PARKWAY

**Historical/Cultural Context:** The design for a steel viaduct over the Agnes Avenue George by Waddell & Hedrick, consulting engineers, was approved by the Board Of Park Commissioners on March 14, 1900. George E. Kessler, then the secretary to the Board and Adriance Van Brunt, the Board's president reviewed the plans. It appears the bridge, designed for the Central Electric Railway Company, was not completed until 1908. Although the structure was built in North Terrace Park and provided, along with railway tracks, a pedestrian walkway and roadway, Central Electric Railway Company "built, maintained and operated its elevated railway into, through and over" a portion of Parkland.

It is not certain when the railway company ceased its operations on the structure, but the bridge remained in its original state until 1941 when Public Works modified its use. Minor repairs were made to the bridge in 1969.

**Description:** As it was originally designed, the Central Electric Railway Bridge measured 385 feet in length by 55 feet 6 inches in width. According to the original plans, the bridge stands approximately 65 feet over Chestnut Avenue Trafficway (at its highest point). The plans called for a trestle design anchored by stone bents, in turn, anchored in bedrock. The deck of the bridge carried a single railway track (20 feet 6 inches in width), a roadway (25 feet in width) and a pedestrian walkway (7 feet 6 inches in width). Separating the roadway, which was originally constructed of Nicholson blocks, was a decorative rail, removed in a 1941 renovation. The original handrail, located at the north end of the structure, is still extant. Surface Cattle Guards were located at each end of the deck.

In 1941, the Central Electric Railway Bridge was renovated by the Public Works Department, Kansas City, Missouri. At that time, the center handrail was removed and the roadway portion of the structure was elevated to match the alignment of the 20 foot track section. The tracks were removed and a concrete deck was laid. General repairs were made in 1969 and a conditions report was filed in 1989.

**Integrity:** The elevated railway, built for the Central Electric Railway Company, retains a high degree of integrity in location, setting and materials. However, because of a major renovation project that occurred in 1941, the structure has lost integrity in design, workmanship, feeling and association.

**Significance:** Although the Central Electric Railway Company Bridge maybe the only elevated railway bridge of its type extant in Kansas City, its modification may have a negative impact on its overall significance. Designed by Waddell and Hedrick, the bridge may be significant as an expression of a particular phase in the development of the firm's career. But in order to determine the overall significance, more research into the firm's career must be conducted.

**Bibliography:**

Board of Park Commissioners. Index to Minutes.

Plan Nos. 30-64, 73-13-21.



V-52

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B40 GILLHAM ROAD

1. LANDSCAPE NAME

Historic: Gillham Road  
Common/Current: Gillham Road

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 128.3      Length (Miles): 4.34

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Gillham Road is classified as a parkway by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From the south line of the Kansas City Terminal Railway (approximately Twenty-second Street) to Brush Creek Boulevard.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input checked="" type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Midtown Survey (Twenty-fifth to Twenty-first Streets), Central Hyde Park Survey, Landmarks Commission, Kansas City, MO

8. CULTURAL/HISTORIC INFORMATION



**Original Landscape Architect/Designer/Planner Name(s):** George E. Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** NA

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** A.L. West, John L. Hickman, 1904

**Client/Community Leader Name(s):** NA

**Date(s) of Construction:** 1901, 1902, acquisitions; 1903-14, construction; 1912-13, 1923-28, changes and additions.

**Historical/Cultural Context:** Gillham Road originally began at Twenty-second Street and Grand Avenue and ran to The Paseo at Forty-sixth Street. Presently it runs from Twenty-second and McGee Streets to Brush Creek Boulevard.

Named in honor of Robert Gillham, an early Park Commissioner, Gillham Road varies in width, is irregular in outline and passes over hills and through valleys. Kessler's general plan for Gillham Road was divided into two units; one for the north and one for the south - this was due to the fact that the two were in separate park districts - South and Westport.

In 1901 the north section of Gillham Road was acquired through condemnation. This section ran from Twenty-second and Grand Streets to Thirty-first Street. That same year plans for south Gillham Road were presented and passed by the City Council. The land was acquired in 1902 by condemnation. The south section began at Thirty-first and Locust Streets, went east one block to Cherry Street, turned south on the line of Cherry Street to Thirty-fourth street, crossing Linwood Boulevard at Thirty-second Street, and proceeded south on the line of Oak Street to between Thirty-eighth and Thirty-ninth Streets. At this point it branched out into a chain of parks. The general western boundary of the terminal park was just west of Cherry Street at Forty-third Street. From Forty-third Street, Gillham Road ran diagonally to Forty-seventh and Harrison Streets. Another branch of Gillham Road extended from Thirty-seventh and Harrison Streets. (Later this section of Gillham Road was renamed Harrison Parkway, date unknown).

In the period 1907-1910, Kessler had prepared general plans for improving Gillham Road from Thirty-fifth to Forty-sixth Streets. His plans provided for a comprehensive playground, field house, outdoor gymnasium, and ball field all located between Thirty-ninth and Forty-second Streets. In addition, there were numerous paths and other improvements planned throughout the ten acre park. Kessler's recreational plan was ideal for the nearby Westport High School students. Unfortunately, there were never sufficient funds of the Westport Park District to carry out his elaborate plans.

Traffic was increasing on Gillham Road and in 1913 a section of it

needed to be widened in order to accommodate the increase. From Twenty-fifth to Twenty-seventh Streets Gillham Road ran along the line of Cherry Street. In 1913 it was changed to run along the line of Locust Street from Twenty-fifth to Twenty-seventh Streets, freeing up land that became Hawthorne Park (see P12).

In 1922 the Park Board approved a plan to make Gillham Road one way from Thirty-sixth to Thirty-ninth Streets. Hyde Park is in the midst of this section of the roadway. Gillham Road separates around the east and west sides of the park (see P14).

Plans to extend Gillham Road were begun in 1923. The extension was finally opened in 1928 and was called Gillham Plaza. It ran one block west of Gillham Road from Thirty-first to Thirty-fourth Streets. At the time of its construction, it was regarded as one of the best stretches of paving in Kansas City. It consisted of an 8" vitrolithic concrete base with a 2" asphaltic concrete surface.

Gillham Road, upon its completion became one of Kansas City's important north-south connections to the entire park and boulevard system. Features along this road include: Hospital Hill Park, a dual set of stone steps at Howard Court just north of Twenty-fifth Street (1912), Hawthorne Park, Hyde Park, the Santa Fe Trail marker near Thirty-eighth Street (1922), the Eagle Scout Memorial Fountain (1968), the Park Department Building near Thirty-ninth Street (1905); and the ten acres of parkland along Gillham Road from Thirty-ninth to Forty-sixth Streets including the Gillham Park wading pool and fountain (1976).

#### **Chronology:**

- 1903: Grading between Twenty-seventh and Thirty-first Streets on Gillham Road was completed.
- 1904: A.L. West and John L. Hickman were awarded the contracts to grade Gillham Road from Twenty-second Street and Grand Avenue to Twenty-fifth and Cherry Streets.
- 1905: The School Board deeded to the City the northwest corner of Lot 1 Block 3 for the curve of Gillham Road near Thirty-fourth Street. Gillham Road was paved from Twenty-fifth to Twenty-sixth Streets.
- 1906: Grading was completed from Thirty-first Street to a point between Thirty-eighth and Thirty-ninth Streets. Paving was completed from Thirty-first to Thirty-sixth Streets and Forty-second to Forty-fifth Streets. Sidewalks, curbs and gutters were completed from Thirty-first to Thirty-fourth Streets. In addition the sidewalks on the north and west sides of Gillham Road from Thirty-fourth and Cherry Streets to Armour Boulevard were completed. Holmes Street was vacated from Gillham Road to Forty-fifth Street.
- 1907: A resolution was prepared for the vacating of Thirty-ninth Street and Gillham Road from Oak Street to Kenwood Avenue.

- 1908: The section from Lydia and Forty-sixth Street was opened and established as part of Gillham Road. A resolution was presented to place a portion of Cherry and Twenty-fifth Streets under the control of the Park Board as a park on Gillham Road (Hawthorne Park). A section of Forty-fourth and Charlotte Streets was recommended to be placed under the Park Board as part of Gillham Road. Kessler was preparing plans for the improvement of Gillham Road from Thirty-ninth to Forty-sixth Street. Gillham Road along Harrison Street from Forty-fifth to Forty-sixth Streets was completed.
- 1909: Curbs and gutters were constructed on the Forty-third Street approach to Gillham Road.
- 1910: Bridle paths were constructed along Gillham Road from Thirty-eighth to Forty-sixth Streets and from Thirty-ninth northeasterly on Harrison Boulevard.
- 1911: Locust Street from Twenty-fifth to Twenty-sixth Streets was recommended as a parkway for Gillham Road.
- 1912: Gillham Road between McGee and Twenty-fifth Streets was widened due to the sharp curve and steep grade.
- 1913: The dangerous curve on Thirty-ninth Street and Gillham Road was reconstructed making two entrances to Gillham Road on the south. The Kansas City Casting Pool was constructed (extinct) at Forty-first Street and Gillham Road.
- 1922: Gillham Road from Thirty-sixth to Thirty-ninth Streets becomes one-way.
- 1925: The condemnation of property for the extension of Gillham Road from Thirty-first to Thirty-fourth Streets (Gillham Plaza) was begun.
- 1928: Gillham Plaza opened.
- 1940: The Kansas City Casting Pool was rebuilt and enlarged.
- 1947: The north property line of Twenty-fifth Street to a point 204 feet south of the south property line of Twenty-seventh Street was renamed Cherry Street. Locust Street from the north property line of Twenty-seventh Street was accepted as park property and renamed Gillham Road.
- 1949: Gillham Road from McGee Trafficway to Thirty-first and Thirty-fourth Streets to Armour Boulevard was widened.
- 1951: Gillham Road was widened from Armour Boulevard to Thirty-sixth Street. In addition the Park Board approved plans for the construction of a utility and toilet building near Forty-first Street.

- 1952: Messina Bros. were awarded the contract for the utility and toilet building.
- 1965: The tennis courts were rehabilitated by American Paving and Construction Company.
- 1968: The Eagle Scout Memorial Fountain was dedicated October 6.
- 1972: The second Gillham Road that runs from Forty-second Street to the Rockhill district was renamed "West Gillham Road".
- 1975: Plans for the Gillham Park wading pool and fountain were presented to the Park Board by Wallace Beasley of Larkin and Associates and E.W. Corwin, Park Board architect. The plans were approved.
- 1976: The wading pool and fountain were constructed, and the Casting Pool was removed.
- 1980: Exercise trails were added south of Forty-second Street.
- 1981: A comfort station was erected near Forty-first Street and the wading pool.
- 1985: Curb and pavement rebuilt from Forty-second Street to Brush Creek Boulevard.

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## 9. EXISTING CONDITIONS

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Condition	<input checked="" type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input checked="" type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features
			Encroached Upon

**Existing Conditions:** Gillham Road runs for nearly four and a half miles from Grand Boulevard on the north, at the edge of the Central Business District and directly north and east of Crown Center to Brush Creek Boulevard on the south. It connects several neighborhood parks such as Hospital Hill Park (between Twenty-second and Twenty-fourth Streets, see P13), Hawthorne Park (between Twenty-sixth and Twenty-seventh Streets, see P12) and Hyde Park (between Thirty-sixth and Thirty-eighth Streets, see P14) where Gillham Road divides into southbound (west) and northbound (east). South of Thirty-ninth Street, it runs for seven blocks in a broad reservation large enough for a ten acre park with playing fields and other recreation facilities; north of Thirty-ninth Street a two-block spur known as Harrison Parkway makes a park extension northeastwards.

Gillham Road's right-of-way varies from only seventy-five feet from Twenty-fifth to Thirty-first Streets; eighty-100 feet from Thirty-first to Thirty-sixth Streets; about 400 feet from Thirty-sixth to Thirty-eighth Streets to where it divides around Hyde Park; as much as 1,400

feet at Thirty-ninth Street; 300-500 feet wide from Thirty-ninth to Forty-sixth Streets (now Brush Creek Boulevard); and 300-400 feet wide through Harrison Parkway. The roadway starts at fifty feet wide beside Hospital Hill Park, where large shade trees are planted on both sides of the road. Through the Twenty-fifth to Thirty-first Street corridor Gillham Road becomes a sixty feet wide roadway with narrow grass strips sidewalks and only a few street trees, the original trees having almost entirely succumbed.

From Thirty-first to Thirty-fourth Streets, north and south of Linwood Boulevard, there are two Gillham Roads: one is Gillham Plaza which continues the line of Locust Street, the other continues the line of Cherry Street, one block to the east. Again, there are few trees and backs of sidewalks have been built out for commercial retail and offices.

From Thirty-fourth to Thirty-sixth Street south, residential uses return. First, at Hyde Park the roadway divides into two thirty feet wide segments, rejoining between Thirty-eighth and Thirty-ninth Streets. South of Thirty-ninth Street Gillham Road continues as a fifty feet roadway with grass strips, new concrete sidewalks and a row of recently planted street trees on each side. On the east side are large open grass areas serving as a community park. There are new ballfields north of Forty-second Street and a large, imaginatively designed junior pool/fountain south of Forty-second Street. South of Forty-second Street, Gillham Road swings southeast around the Rockhill residential enclave, and crosses to the opposite side of the park, with the larger grass areas on the west side between Gillham Road and Rockhill Terrace, before terminating at Brush Creek Boulevard.

A branch of Gillham Road now known as Harrison Parkway branches northeast from Thirty-ninth Street to Thirty-seventh Street and Harrison Boulevard (see B41). In this two-block section, a forty foot roadway winds through a shallow valley with broad grass slopes on each side rising to residential frontage streets, Charlotte Street on the northwest side and Manheim Road on the southeast side. Like Hyde Park, automobiles using the boulevard move freely without entering the neighborhood or mixing with local traffic. There are no driveways or curb cuts, only certain residential streets cross the boulevard (Holmes and Campbell Streets) and at intersections, the boulevard takes precedence.

The landscape here has an exceptionally picturesque quality. The ground form softly undulates and the trees are not planted in rows but stand free or in groups in the park. They have attained grand size and several are of specimen quality. As if in recognition, the boulevard is not paralleled by sidewalks; one five foot wide walk winds through the park, connecting with the standard sidewalks on the cross streets.

There are several features of historic interest in the Gillham corridor: going from north to south, there is an ornamental staircase at Children' Mercy Hospital, north of Twenty-fifth Street, a Santa Fe Trail marker in the median at Thirty-eighth Street, and an old maintenance barn at 3915 Gillham Road south of Thirty-ninth Street,

still in use. The Bland Memorial at Forty-second Street is gone. A Boy Scout Memorial north of Thirty-ninth Street (a large stone fountain and terrace) was built in 1968.

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#### 10. INTEGRITY/AUTHENTICITY

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<u>Property Boundary(ies)</u>	<u>X Use</u>	<u>Adjacent Features</u>
<u>Design/Plan</u>	<u>X Design Intent</u>	<u>Spatial Relationships</u>
<u>X Topography/Grading</u>	<u>X Vegetation</u>	<u>X Scenic Quality</u>
<u>Architectural Features</u>	<u>X Circulation</u>	<u>Site Furnishings</u>
<u>Other Specific Attribute(s):</u>		

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**Statement of Integrity:** Gillham Road retains much of its integrity of location; and some of its integrity of design, feeling and association. Its integrity of setting has been largely lost in parts, strongly retained in others. Its materials and workmanship have changed several times, through widenings and realignments, and the necessity to periodically rebuild to current standards and specifications.

The **property boundaries** of Gillham were mostly established from the original acquisitions (1901-02) but have been modified several times since. Portions of Gillham acquired in 1903-08 became Harrison Parkway; Gillham Plaza was added in 1925-28; and two blocks of Locust Street were accepted in 1947 as part of an exchange that involved Hawthorne Park.

Parts of the northern section of Gillham Road had rights-of-way less than the Kessler ideal of 100 feet. In such situations, Kessler had recommended a generic design that provided a thirty-six feet wide roadway for an eighty feet right-of-way. But both Gillham Roads south of Twenty-fifth Street (Cherry and Locust Streets) had only seventy-five feet. When the roadway was widened to sixty feet, trees were displaced and the **design** seriously weakened. Similar disruptions took place between Thirty-first and Thirty-fourth Streets around the intersection of Gillham and Linwood Boulevard, where the two Gillhams are now named "Gillham Road" and "Gillham Plaza". In these sections, the **setting** of a "park like" boulevard having "an appearance differing radically from that of the ordinary residence streets" has been so changed as to be no longer recognizable.

Other parts of Gillham Road have fared much better. At the north end between Twenty-second and Twenty-fifth Streets, the realignment of Gillham Road and Locust Street through the western edge of Hospital Hill Park (see P13) and the new junction with the east end of Pershing Road (see B49) still evidence the grading, engineering and planting skills associated with Kessler, although these changes are only attributed to him.

The entire southern section of Gillham Road from Thirty-fifth to Forty-sixth Streets is covered in a 1908-10 Kessler **design** which is perhaps, next to his park-work, one of the most important stretches of historic boulevard in the system. Certainly, next to The Paseo, South Gillham is one of the most comprehensive designs covering about 1 and 1/4 miles and a corridor over 500 feet wide through its mid-section. It is both

boulevard and park: the boulevard has numerous stems and branches, the park was planned for community recreation as well as traffic flow. In one portion, Gillham divided around a small neighborhood park (Hyde Park, P14); in another, a branch from Thirty-seventh to Thirty-ninth Streets became Harrison Parkway (see B41); in a third, another spur tied in to the Rockhill neighborhood (now called West Gillham Road). The ability to combine the flowing, broader scale and dynamic form of the boulevard with the fixed, small-scale and static nature of the grid pattern of local streets was masterful. Much of this remains today, and was so successful during its time that Hyde Park and Harrison Parkway, for example, were regarded as models to be emulated.

The design of Harrison Parkway is one of the most beautiful in the whole system. It is as complete a design of a boulevard as any surviving. There is a wonderful fluidity of line, in both plan and profile. The great trees stand clear in the softly undulating grass. The houses are far enough back to scarcely intrude, and they are fronted by their own residential streets. Kessler was active nearby at Hyde Park; both Hyde Park and Harrison Parkway are integral parts of Kessler's South Gillham Road Plan; Harrison Boulevard and Manheim Road were developed in conjunction with it (see B41, B44).

Of the elaborate recreation facilities that Kessler planned for the three-block park between Thirty-ninth and Forty-second Streets, not all were built and few remain. (His 1913 Casting and Wading Pool at Gillham Road and Forty-first Street was replaced by the wading pool at Gillham and Forty-second Street, continuing Kessler's proposed use in a different location). One important building to survive from the original plan is Adriance Van Brunt's "ornamental barn" at 3915 Gillham Road (1904).

Conditions have altered since the early days: Crown Center has developed at the north end; neighborhoods have changed at the south end. Certain enclaves have successfully preserved their setting such as Hyde Park, Jantsen Place (off Harrison Parkway), Harrison Parkway itself, and Rockhill. Others have felt the passage of time.

Materials and workmanship have changed from the original macadam, in conjunction with various traffic changes, precipitated by higher speeds and volumes. Where the physical form was not altered (e.g. around Hyde Park which became one-way in 1922 and through Harrison Parkway), substitute materials have not detracted from the original design. Some stretches appear almost just as they were built. There are only minor changes: some walks may have been deleted and standard "cobra-head" street lights have replaced the fifteen foot high standards of the 1930s. The original trees have reached maturity and have been augmented, producing the highly desirable uneven-aged stands which assure continuity. Older trees have achieved great girth and broad crowns, perhaps fifty feet across and eighty feet tall. Younger trees are in the twenty to forty feet high range.

It is still possible to have a strong feeling of the past through many sections of Gillham Road, where enough of the original fabric has survived and the neighborhood setting has not changed too much. Going

back to the first years of the twentieth century, Gillham Road's association with Kessler, the Park Board and Robert Gillham, an early Commissioner after whom the boulevard was named, and on into the 1920s and 1930s with Dunn, Kessler's successor, is a very important link in the entire Parks and Boulevards Plan.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

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**Statement of Significance:** Despite its uneven design history, Gillham Road is exceptionally significant in the area of landscape design, and in community planning and transportation.

In **landscape design**, Gillham Road is a superb example of an extended boulevard/parkway for over 4 miles: in places, subordinate to the city grid; in other places, breaking the grid to impose a new urban order, incorporating Kessler's idea of a "chain of parks". Harrison Parkway is as complete a parkway design in an elongated park as any in the Kansas City system and, for that matter in the U.S. Designed and built in the early 1900s, it is before New York's Bronx River Parkway (1909) or Jens Jensen's parkway in Racine, WI (1913). Its subtle alignment is like Olmsted and Vaux' transverse roads across Central Park (1858-1864) but any further similarity stops there. Harrison Parkway seems to be a true Kessler original, coming out of Penn Valley, Spring Valley and Roanoke Parks. The whole of South Gillham demonstrates progressive innovation in boulevard/parkway design: from the regular residential street with close, repetitive intersections planted as a straight boulevard (much of Gillham's north and midsection) to the fluid alignments, with intermediate cross streets closed to space out intersections (at Gillham's north end and through the South Gillham Plans of 1907-1910), a landmark for their time.

In **community planning**, Gillham Road has been closely associated with the City hospitals at its north end, and with exemplary neighborhoods (such as Hyde Park, Harrison Parkway and Rockhill) at its south end. It is a textbook of late 19th century/early 20th century experimentation in residential layouts around parks, providing both a "central park" for each community as well as a pleasurable experience for "outsiders" passing through. New, imaginative facilities like the wading pool/fountain at Forty-second Street in the South Gillham Park continue this historic commitment to abutting communities. Further efforts are needed in the less fortunate neighborhoods and through the commercialized mid-sections of the Gillham corridor.

In **transportation**, Gillham has played a very important distributor



function, bringing traffic from south center city by a direct line to Brush Creek Boulevard and, crossing en route, Pershing Road, Linwood Boulevard and Armour Boulevard.

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## 12. INFORMATION SOURCES

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Kansas City Journal Post. July 20, 1924.

Kansas City Star. November 28, 1901.  
December 19, 1901.  
August 21, 1904.  
September 29, 1904.  
May 28, 1908.  
May 17, 1912.  
October 20, 1912.  
July 5, 1912.  
September 17, 1913.  
May 12, 1928.  
December 2, 1923.

Kansas City Times. December 21, 1908.  
March 8, 1950.  
April 14, 1966.

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## 13. FORM PREPARATION

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91





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A.C.





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
 F48 DUAL STAIRCASE, TWENTY-FIFTH AND LOCUST STREETS, GILLHAM ROAD

**Historical/Cultural Context:** On February 3, 1911, Alderman Ward requested to the Park Board that steps be constructed at Howard Court (just north of Twenty-fifth Street) and the new Locust Street branch of Gillham Road. The following year, the Board of Public Works sent a letter to the Park Board stating that the Park Board was to pay the cost of the steps at Locust Street and Howard Court. Work began on the steps shortly after the letter had been received. The Phoenix Cut Stone and Marble Company was awarded the contract for the stone coping.

The construction of these ornamental stairs was to solve the problem of making the "new Locust Street branch" of Robert Gillham Road accessible to the western end of Howard Court. Howard Court at that time came to an abrupt termination on a fifty foot bluff above Locust Street.

At the top of the stairs is a sightseeing plaza which at one time contained decorative benches. A 1912 Kansas City Star article stated that "the spot overlooks all of Robert Gillham Road north of Howard Avenue (Court) and affords an excellent view of the view of Union Station and the downtown district."

**Description:** This rubble stone dual stairway is similar in design to the long stairway at Tenth Street and Kersey Coates Terrace, which was designed by George E. Kessler. The two stairways begin at street level (Locust) and rise with one stairway going north and the other stairway going south to a small landing about midway up the stairway. At this point the stairs then rise directly up to the sightseeing plaza.

A cut stone parapet trims the sightseeing plaza as well as the closed stair railing. A blind arch with stone voussoirs and keystone provide ornamentation on the retaining wall housing the sightseeing plaza.

**Integrity:** The ornamental staircase at Locust and Twenty-fifth Streets retains its integrity of design, setting, workmanship and materials. The decorative benches at the sightseeing plaza have been removed (date unknown). It should be noted that the stairs are in deteriorated condition and that the southern stairway has been closed off from use.

**Integrity:** The ornamental stairs are significant as part of the development of Gillham Road and its branches. The stairs are further significant as part of a group of early ornamental stone stairways remaining in Kansas City.

**Bibliography:**

Board of Park Commissioners. Index to Minutes.

Kansas City Star. August 2, 1912.





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F49 SANTA FE TRAIL MARKER, GILLHAM ROAD AND 38TH STREET

**Historical/Cultural Context:** The Santa Fe Trail marker, located on a triangular lot in the central roadway of Gillham Road near Thirty-eighth Street is one of the four Santa Fe Trail markers in Kansas City. It is also one of three markers designed by John Van Brunt in 1922.

The Santa Fe Trail was the first commercial route running from Independence, Missouri to Santa Fe, New Mexico beginning in 1804. There were three distinct trails that wound their way through this area. One trail or road was known as the Independence-Westport Road which was used between 1837-1856 as a connecting link. The trail "followed the Rock Creek Road out of Independence, crossed the Big Blue River, climbed the hill to Twenty-seventh Street and Toppings, then westward to Westport Road, known in those days as the 'Road to California'." The marker on Gillham Road is located on land that was part of this original Trail.

With the completion of the Santa Fe Railroad in 1880, the Santa Fe Trail soon became obsolete. On May 2, 1905 a group of local residents who had freighted over the Santa Fe Trail meet with the Board of Public Works to tour the City and relocate portions of the original Trail. Markers were erected on park property where fragments of the original Trail were found.

**Description:** This Santa Fe Trail marker consists of a three foot high piece of rose granite with a bronze plaque attached to the south face. Covered wagons and men shooting at Indians is the scene depicted on the bronze plaque. The inscription below the scene reads: "Westport and Independence Road link the Santa Fe Trail, marked by Kansas City Chapter of DAR 1821-1921."

**Integrity:** This Santa Fe Trail marker retains its integrity of design, location, site, workmanship and material. It is in good condition.

**Significance:** This Santa Fe Trail marker is significant as having been placed on property which was once part of the nationally important Santa Fe Trail.

**Bibliography:**

Kelsey, Lillie. Historic and Dedicatory Monuments of Kansas City.  
Kansas City: Board of Parks and Recreation, 1987.



WESTPORT AND INDEPENDENCE ROAD  
LINK IN THE SANTA FE TRAIL  
MARKED BY THE YANSAO CITY CHAPTER D.A.R.

1821



1921

**1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS**  
**F50 PARK AND RECREATION BUILDING, 3915 GILLHAM ROAD**

**Historical/Cultural Context:** The Park and Recreation building, 3915 Gillham Road, was designed by Adriance Van Brunt in 1904. Designed as an "ornamental barn", it was to be used by the park forces and house the horses, sprinkling carts and other park vehicles. Originally, the barn contained twelve ordinary horse stalls, a hospital stall, wagon sheds, harness room, tool room, office and a men's room. In 1914, an addition was made to the barn. Stone was added to the existing stone wall and a roof added creating the open storage area to the south of the main structure. The stone piers which at one time were part of a fence were presumably also added at this time.

**Description:** The Parks and Recreation building is constructed of native limestone and trimmed with vitrified brick. The complex consists of a barn proper, measuring 54 x 60 feet and wagon sheds and horse stalls built on two sides of a court yard measuring approximately 72 x 45 feet. An additional shed/stall area was added in 1914 to the south of the barn proper.

The shingle-hipped roof has wide overhanging eaves. A central hipped roof dormer, containing paired sash windows and a hay loft wooden door, is placed over the main entrance.

The main entrance, originally a barn door, has been altered. The entrance is now a board and batten wooden door with multi light transom. Fenestration consists of multi light sash windows with stone sills. Some windows have been boarded up. Vitrified brick has been used for window and door surrounds as well as string coursing.

Originally the first floor interior and the court were brick pavement. The once stone and wrought iron fence running along the south side of the complex and to the north of the building has been altered. (date unknown).

**Integrity:** The Park and Recreation building retains its integrity of location, design, setting, workmanship and most of the materials. The building is in good condition and now functions as a service facility for the Park Department.

**Significance:** The Park and Recreation building is significant as one of the few early remaining limestone barn complexes constructed as a park structure. Furthermore, the building was designed by the master, Adriance Van Brunt.

In addition, the site of this building is in keeping with Kessler's philosophy "that all structures for operating purposes...which are artificial and more or less out of keeping with natural scenery, should never become conspicuous in either design or color...it should be so located and so screened as not to offend the eye."

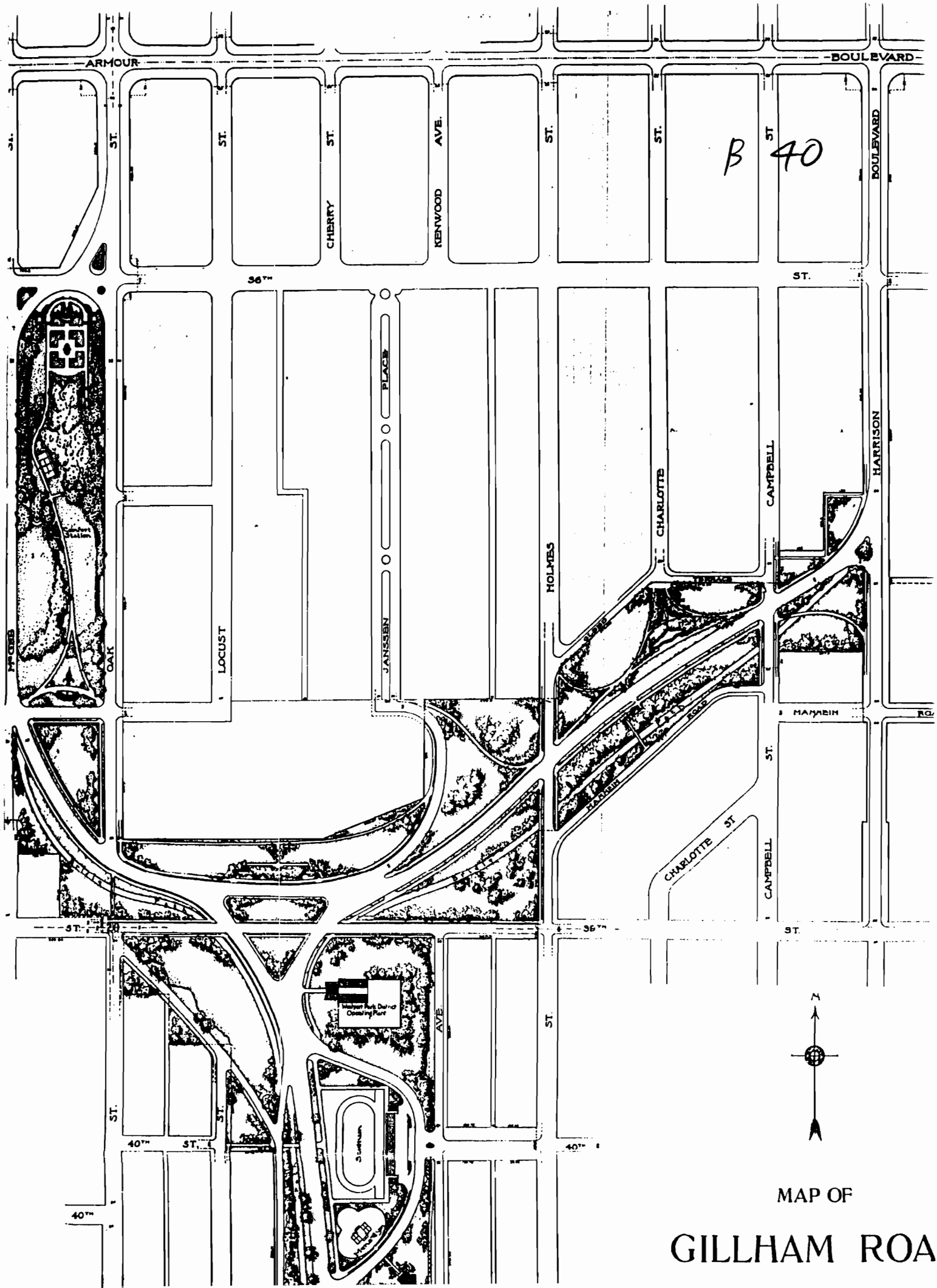
**Bibliography:**

Board of Park Commissioners. Annual Report, 1908.

Building Permit #59630. December 7, 1915, City Hall, Kansas City, Missouri.

Historic Kansas City News. Vol. 3, No. 5, April/May, 1979.

Kansas City Star. September 4, 1904, p 4.



MAP OF

GILLHAM ROAD

# GILLHAM ROAD

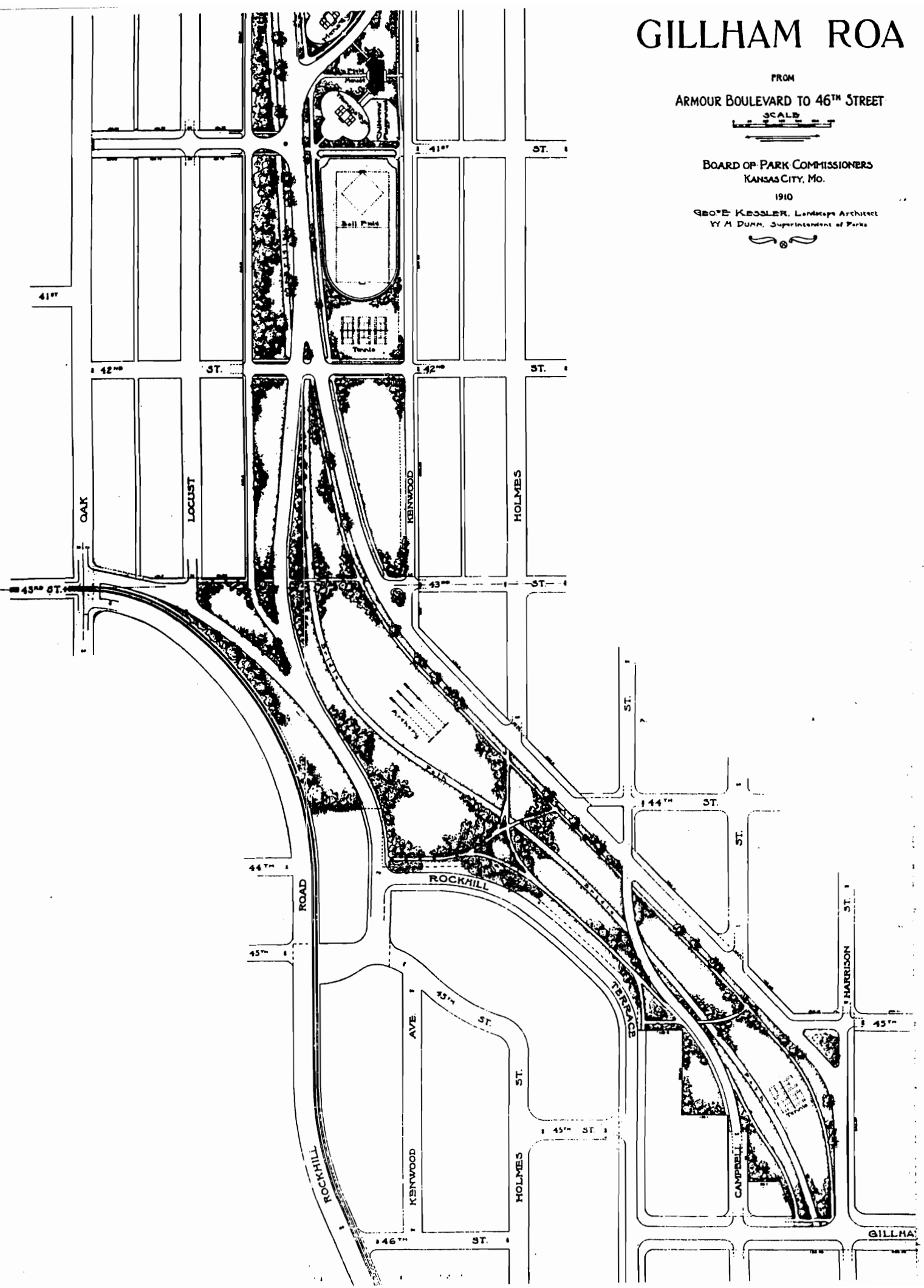
FROM  
ARMOUR BOULEVARD TO 46<sup>TH</sup> STREET



BOARD OF PARK COMMISSIONERS  
KANSAS CITY, MO.

1910

GEORGE KESSLER, Landscape Architect  
W. A. DUNN, Superintendent of Parks





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B41 HARRISON BOULEVARD

1. LANDSCAPE NAME

Historic: Harrison Street  
Common/Current: Harrison Boulevard

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 4.54      Length (Miles): 0.47

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Harrison Boulevard is classified as a boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From Armour Boulevard to Thirty-ninth Street.

7. REPRESENTATION IN OTHER SURVEYS

<input checked="" type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Hyde Park Historic District, Landmarks Commission, Kansas City, MO.

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): attributed to



George E. Kessler, landscape architect

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): Unknown

Client/Community Leader Name(s): NA

Date(s) of Construction: 1903, 1908, acquisitions; 1903-1908, construction

**Historical/Cultural Context:** Harrison Boulevard runs from Armour Boulevard to Thirty-ninth Street and is .47 miles long. In 1903 a portion of the existing Harrison Street from Armour to the south line of the Corrected Plat of Troost Avenue Heights Addition (near Thirty-eighth Street) was acquired by the Park Board. Again in 1908 a portion of Harrison Street was acquired by the Park Board. It ran from Thirty-eighth to Thirty-ninth Streets. Upon the final acquisition of the Park Board, Harrison Boulevard was a connecting link between Gillham Road (now Harrison Parkway) and Armour Boulevard and from there to the whole park and boulevard system.

**Chronology:**

- 1904: A portion of Harrison Boulevard was graded south of Armour Boulevard to the south line of the Corrected Plat of Troost Avenue Heights Addition (near Thirty-eighth Street).
- 1905: The portion graded in 1904 was paved.
- 1907: Surplus trees from nearby Hyde Park were transplanted along the boulevard.
- 1908: The extension of Harrison Boulevard from Thirty-eighth to Thirty-ninth Streets was improved including grading, paving, curbs and sidewalk construction.

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**9. EXISTING CONDITIONS**

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Condition	<input type="checkbox"/> Excellent	Changes	<input checked="" type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** Harrison Boulevard runs for four straight blocks south from Armour Boulevard to Thirty-ninth Street. It connects with the upper end of Harrison Parkway at Thirty-seventh Street (see under Gillham Road, B40) and it crosses Manheim Road at Thirty-eighth Street (see B44). The right-of-way is eighty feet with twenty foot margins for about twelve foot grass verges and six foot sidewalks.

Originally planted with a double row of elms, these have been replaced by Rosehill ash.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input checked="" type="checkbox"/> Adjacent Features
<input checked="" type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input checked="" type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input checked="" type="checkbox"/> Vegetation	<input checked="" type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

**Statement of Integrity:** Harrison Boulevard retains its integrity of location; most of its setting, design, feeling and association. Its materials and workmanship have been replaced as part of normal city street maintenance.

The property boundaries are unchanged from the original acquisitions (1903, 1908). The design is mostly intact. The original dimensions of street, verge and walk remain. Ashes have been substituted for elms, but the double row is missing. The streetscape has something of the scale and character of the original, but the decorative fifteen foot high streetlights which marked the entrance to the neighborhood from Armour Boulevard have been superceded by standard "cobra-head" street lights.

Nevertheless, the neighborhood setting is not much different from the early 1900s. Consequently, the feeling of time and place is quite strong (and is only compromised by the streetlights). The connection to the South Gillham Plan through Harrison Parkway reinforces the association between Harrison Boulevard and Kessler, Robert Gillham, the early Park Board and early park building in the first decade of the 20th century.

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#### 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input checked="" type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input checked="" type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

**Statement of Significance:** Harrison Boulevard is highly significant in the areas of landscape architecture, and in community planning.

In landscape architecture, Harrison Boulevard is a good representative example of a smaller residential boulevard that was part of Kessler's plan (compare it, for example, with Warwick Boulevard, B60). It derives special significance because of its relationship to Harrison Street, north and south of the boulevard section, and Harrison Parkway to the

southwest. Street boulevard and parkway are joined in a single plan, demonstrating Kessler's skill in working within the grid when conditions dictated, and breaking out from it into an entirely fresh form when given the opportunity.

In community planning, Harrison Boulevard has conferred a certain distinction to the neighborhood which it still retains to this day. Although only a few blocks long, its connection to the boulevard system makes it more significant than if it were alone.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Reports, 1907, 1908.  
Index to Minutes.

Gableman, Fred. Souvenir: The Park and Boulevard System of Kansas City, Missouri. 1920.

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## 13. FORM PREPARATION

---

Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)

Street Address: 30 West 22nd Street

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State: New York

Zip Code: 10010

Phone: (212) 243-7478

Fax: (212) 243-7592

Date: 3/91





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B42 KARNES BOULEVARD

1. LANDSCAPE NAME

Historic: Roanoke Road/Karnes Boulevard  
Common/Current: Karnes Boulevard

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 9.10      Length (Miles): 0.71

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Karnes Boulevard is classified as a boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From Thirty-first Street at Pennsylvania Avenue westwards along Thirty-first Street, and then south and west to Roanoke Park and through it to Thirty-seventh and Wyoming Streets. The section through Roanoke Park was formerly called "Roanoke Road" and is discussed therein (see P21).

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): George E. Kessler, landscape architect

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): Unknown

Client/Community Leader Name(s): NA

Date(s) of Construction: 1905, acquisition; 1906, construction

Historical/Cultural Context: Karnes Boulevard originally ran from Penn Valley Park and Pennsylvania Avenue to Roanoke Park near Thirty-sixth Street. Presently it begins at Southwest Trafficway near Thirty-first Street and runs southward into Roanoke Park and continues through the park ending at Thirty-seventh and Wyoming Streets. The section of Karnes Boulevard that now runs through Roanoke Park was originally called Roanoke Road. The name changed to Karnes Boulevard around 1912.

Karnes Boulevard, named after J.V.C. Karnes, a Park Commissioner, was acquired in 1905 and completed one year later. Upon its completion, it provided a connecting link between Roanoke Park and Penn Valley Park.

An original retaining wall and stone marker constructed in 1906 by N.H. Comstock are located at Karnes Boulevard near Thirty-seventh Street.

#### Chronology:

- 1906: Karnes Boulevard from Pennsylvania Avenue to Summit Street was graded and paved, and curbs and sidewalks were constructed. In addition, Karnes Boulevard from Thirty-first and Summit Streets to Roanoke Park, a distance of .6 miles was graded and paved; sidewalks, curbs, gutters and sewers were constructed.
- 1914: Karnes Boulevard at this time was the most westerly of the projected boulevards.
- 1921: A stone retaining wall was built at Thirty-first Street and Karnes Boulevard.

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#### 9. EXISTING CONDITIONS

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Condition	<input checked="" type="checkbox"/> Excellent	Changes	<input checked="" type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

Existing Conditions: Karnes Boulevard is in two sections. First is the upper section, the larger part of which is straight north to south from

Thirty-first Street to the beginning of Roanoke Park at Thirty-sixth Street. The cross section is a forty foot roadway with fifteen foot grass verges and five to six foot sidewalks. Parts of this section show the original three rows of trees, which have attained a height of upwards of sixty feet and a spread of forty feet, including a good number of elms.

The second or lower section of Karnes Boulevard winds through Roanoke Park (this is formerly Roanoke Road). Here the roadway is thirty feet wide and curbed without sidewalks. Park plantings are irregular and include free-standing elms and pin oaks, ash and maples of great size. Within this section, the park edges are often precipitous and the exclusive homes overlooking the park have dramatic views into and across the park. This is more fully discussed under Roanoke Park, P21.

Quite a number of trees are of specimen quality and the general level of care and attention is high.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> <u>X</u> Property Boundary(ies)	<input checked="" type="checkbox"/> <u>X</u> Use	<input checked="" type="checkbox"/> <u>X</u> Adjacent Features
<input checked="" type="checkbox"/> <u>X</u> Design/Plan	<input checked="" type="checkbox"/> <u>X</u> Design Intent	<input checked="" type="checkbox"/> <u>X</u> Spatial Relationships
<input checked="" type="checkbox"/> <u>X</u> Topography/Grading	<input checked="" type="checkbox"/> <u>X</u> Vegetation	<input checked="" type="checkbox"/> <u>X</u> Scenic Quality
<input type="checkbox"/> <u>  </u> Architectural Features	<input checked="" type="checkbox"/> <u>X</u> Circulation	<input type="checkbox"/> <u>  </u> Site Furnishings
<input type="checkbox"/> <u>  </u> Other Specific Attribute(s): _____		

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Statement of integrity: Karnes Boulevard retains its integrity of location; much of its setting, design, feeling and association; its materials and workmanship have been periodically updated.

Its property boundaries from Thirty-first Street and Pennsylvania Avenue (at the midpoint south entrance to Penn Valley Park) to Thirty-sixth Street at the entrance to Roanoke Park are unchanged from the original acquisition in 1905. Its setting along the south side of Penn Valley Park has been somewhat changed by traffic improvements and development around the park; but the major stretch from Thirty-first to Thirty-sixth Streets still serves as the Coleman Highlands neighborhood "main street."

The original design seems to have worn very well. No through traffic has disrupted the neighborhood (Summit Street one block east has become Southwest Trafficway). The boulevard has not been widened; the trees have grown to maturity and present a noble picture.

As much as any boulevard in the system, Karnes preserves its feeling for the past and association with Kessler and the early Park Boards, not least through being named after J.V.C. Karnes, one of the Park Commissioners.

The introduction of more recent materials and workmanship has not detracted from its historic image.

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#### 11. SIGNIFICANCE

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☒ Historic Association with Prominent Person(s)/Group(s)/Event(s)  
☒ Historic Significance in Landscape Design/Planning  
☒ Work of Recognized Master Designer(s)/y  
 Planner(s)/Builder(s)  
☐ Cultural Significance                      ☐ Important Landmark  
☒ Important Artistic Statement                      ☐ Unique Regional Expression  
☐ Use of Unique Materials                      ☐ Example of Fine Craftsmanship  
☒ Example of Particular Style                      ☒ Example of Particular Type  
☒ Example of Particular Time                      ☐ Example of Time Sequence  
☐ Other Verifiable Quality(ies): \_\_\_\_\_

**Statement of Integrity:** Karnes Boulevard has exceptional significance in the areas of landscape architecture and community planning.

In landscape architecture, Karnes is one of the most complete surviving examples of a Kessler residential boulevard, joining two of the most best-known parks, Penn Valley and Roanoke.

In community planning, it is notable for its role in the life of a successful neighborhood. The neighborhood was favored from the start by its location and proximity to parks, and by being laid out with larger than usual lots (50 feet wide) which attracted more substantial homes. Community pride and identity has always been high. The physical plan has contributed to this sense of well-being. Karnes Boulevard is a spacious boulevard that gives distinction to the community; it is its center piece.

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## 12. INFORMATION SOURCES

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### Bibliography:

Atlas of Kansas City and Vicinity. Kansas City: Tuttle and Pike, 1900, 1907 and 1925.

Board of Park Commissioners. Annual Reports, 1906, 1914.  
Index to Minutes.

Gabelman, Fred Souvenir The Park and Boulevard System of Kansas City.  
 Kansas City: Board of Park Commissioners, 1920.

Kansas City Times. October 9, 1906.

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## 13. FORM PREPARATION

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
 Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York                      **State:** New York                      **Zip Code:** 10010  
**Phone:** (212) 243-7478                      **Fax:** (212) 243-7592                      **Date:** 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B43 LINWOOD BOULEVARD

1. LANDSCAPE NAME

Historic: Linwood Boulevard  
Common/Current: Linwood Boulevard

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 51.03      Length (Miles): 3.43

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monumental Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Linwood Boulevard is classified as a boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: NA

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Running west to east from Main Street on the west to Van Brunt  
Boulevard and Hardesty Avenue at Thirty-first Street on the east.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: NA

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): George E.

Kessler, landscape architect

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): W.C. Mullins, contractor, 1925

Client/Community Leader Name(s): NA

Date(s) of Construction: 1899, 1900, 1908-09, 1911, 1925, acquisitions; 1900-1915, 1926, construction

**Historical/Cultural Context:** Linwood Boulevard is an example of the standard 100 foot boulevard recommended by George Kessler and adopted by the first Board of Park Commissioners in 1893. Kessler recommended the 100 feet be divided as follows: " a central roadway 40 feet wide and park 30 feet on each side: the park space would be arranged with a curb and gutter; next to it turf 17 feet wide, then 8 feet of walk, and between this and the property line 5 feet of turf. On this space 3 lines of trees equally spaced should be planted."

Included in the original 1893 Parks and Boulevards Plan was Linwood Boulevard from Lydia Avenue to Benton Boulevard. It was recommended that Linwood Boulevard be adopted as a boulevard, after widening it to 100 feet from the intersection of East Boulevard to Lydia Avenue. This section of Linwood Boulevard became part of the South Boulevard.

Having been acquired over many years, Linwood Boulevard is one of the most important east-west thoroughfares of the boulevard system. Often referred to as the "Boulevard of Churches", Linwood Boulevard extends today nearly three and a half miles from Main Street to Hardesty Avenue.

In 1899, Linwood Boulevard was acquired from Troost Avenue to Benton Boulevard. The parkway along Thirty-second Street from Troost to Gillham Road was designated Linwood Boulevard in 1900.

At the expense of the owners of the East Linwood Addition, the boulevard was once again extended. This extension in 1908-09 was from Benton Boulevard to Indiana Avenue. The property owners paid for the grading, paving and construction of curbs, gutters, and sidewalks. In 1911 Linwood Boulevard was extended east to Hardesty Avenue. This extension provided a link in connecting the boulevard system to the East Park and the Blue Valley Districts.

The grading of Linwood Boulevard from Indiana Avenue east to Hardesty Avenue was completed in 1915. This extension was a 110 foot single roadway. With the completion of this extension Van Brunt Boulevard was connected with the main artery of the boulevard system.

The South Side Improvement Organization voted in 1917 to have Linwood Boulevard extended westward from Gillham Road to Main Street and if feasible to Broadway. This proposal was presented to the Park Board and approved by them. However the plans for the west extension of

Linwood Boulevard were delayed for several years. Finally in 1925 the City Council passed an ordinance to extend Linwood Boulevard westward. The extension ran from Gillham Road southwest to Oak Street, then west to the intersection of Hunter Avenue and Main Street. The contract for grading this section was awarded to W.C. Mullins Construction Company. In 1926, Hunter Avenue was renamed Linwood Boulevard. At this time the western terminus of Linwood Boulevard became Broadway.

Features along this boulevard include: a traffic signal island at the intersection of The Paseo and Linwood Boulevard, the Santa Fe Trail Marker at Euclid Avenue, Linwood Plaza (now Sanford Brown, Jr. Plaza) at Brooklyn and Park Avenues (see P3), Central Park at Bales and Monroe Avenues (see P4) and Linwood Green Park at Lister and Poplar Avenues (post-1940).

#### Chronology:

- 1907: Linwood Boulevard was resurfaced from Troost to Prospect Avenues. A resolution was approved selecting land lying between Brooklyn and Park Avenues on each side of Linwood Boulevard to be known as Linwood Plaza.
- 1910: The north half of Linwood Plaza was graded, paths laid out and shrubbery planted.
- 1922: A circle was installed at the intersection of Linwood Boulevard and The Paseo.
- 1931: A traffic signal island designed by Edward Buehler Delk and constructed by Joe F. Gier, was placed in the intersection of The Paseo and Linwood Boulevard. Four pedestrian islands were also constructed. Central Park was acquired.
- 1950: Linwood Boulevard was widened and improved from Benton to South Benton. It was widened from 40 feet to 50 feet at a cost of \$17,081.32.
- 1951: The boulevard was widened and resurfaced from Benton Boulevard to Indiana Avenue by the American Paving and Construction Company.

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#### 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Severely Deteriorated	Changes	<input checked="" type="checkbox"/> Unaltered <input type="checkbox"/> Altered <input type="checkbox"/> Added to <input type="checkbox"/> Loss or Removal of Features <input type="checkbox"/> Boundaries or Features <input type="checkbox"/> Encroached Upon
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**Existing Conditions:** Linwood Boulevard is a major west to east traffic artery, the second major crosstown link besides Independence Boulevard further north. Throughout its length, the boulevard rises and dips with gentle undulations and mostly straight alignments. At the west end

from Broadway Boulevard to Gillham Road (where Linwood Boulevard makes several diagonal shifts from the true west/east grid) and at the east end it turns north east and crosses Thirty-first Street before resuming eastward to Van Brunt Boulevard and Hardesty Avenue.

The standard cross section has a sixty foot wide roadway with ten to twelve feet wide grass verges and five to six foot wide sidewalks. The western end from Main Street to Troost Avenue has lost most of its verges and with them its street trees. This section has become predominantly "roadside commercial" with gas stations, auto dealers, furniture showrooms, warehouses, drive-ins, and billboards, particularly around Gillham Road and Plaza. The tree loss in this section is in the order of 90%. Further west, between Broadway Boulevard and Main Street, the narrow grass verges survive. There are a few remnant Japanese pagoda trees back of the sidewalks where older walk-up apartment blocks are set back from the boulevard right-of-way.

From Troost Avenue eastward to beyond Benton Boulevard, there are more frequent trees, mostly sugar maples, and evidence of recent replacement plantings. At The Paseo, there is a cluster of mid-rise apartments with commercial uses at street-level. East of Troost Avenue, there are two and three-story walk-up apartments, intermixed with funeral homes, mission churches and vacant lots in the vicinity of the proposed Bruce R. Watkins Roadway. Beyond Benton Boulevard, a similar pattern of replacing boulevard trees to offset a tree loss in the order of 50% is being followed using elms, shingle oaks and lindens.

There are several features along the boulevard such as the old traffic signal at the crossing of Linwood Boulevard and The Paseo, and the Santa Fe Trail marker at Euclid Avenue. There are several small parks: Sanford Brown, Jr. Plaza, Central Park between Bales and Monroe Avenues, and Linwood Green Park between Lister and Poplar Avenues.

#### 10. INTEGRITY/AUTHENTICITY

<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

**Statement of Integrity:** Linwood Boulevard has retained its integrity of location, some of its integrity of setting, design, feeling and association. Its materials and workmanship have been updated.

The property boundaries of Linwood are those established from the various acquisitions made over a period of twenty-six years. As one of a group of early boulevards (Admiral, Armour, Independence and north Benton), its design is based on Kessler's original recommendation of a forty feet wide roadway with three rows of trees on each side (modified in the case of heavily travelled boulevards, to fifty feet wide roadways and two rows of trees on each side). Linwood has been widened at various times to fifty feet wide and to sixty feet wide for contemporary traffic loads. The curbside row of trees has gone but some of the

second row remains with isolated survivors of the third. Older trees have reached great size (sixty to eighty feet in height and a forty feet spread) and the numerous replantings attest to the efforts being made to maintain the boulevard's parkway image. Unfortunately, with traffic growth, has come overhead signalization and directional signs, and "cobra-head" lights which tend to dominate the street picture.

The setting of the boulevard has undergone considerable change. At the western end, newer commercial enterprises have replaced much of the older residential ones; curbside trees have been lost and sidewalks extended to the curb. The eastern end passes through neighborhoods whose fortunes have fluctuated with the larger social changes afflicting the inner city in the last thirty years. Nevertheless, efforts have been made to assist these communities and rebuild their schools (such as the Central High School and Junior High School south of Linwood opposite Central Park) along with physical improvements to their parks and boulevards (see discussion of Central Park, P4).

Consequently, although the feeling of past time and place has been weakened, it is still evident in sections where enough trees remain. Elsewhere, it is hoped that the replanting efforts will "hold the line" on further deterioration. Linwood's association with Kessler and the early Park Boards has suffered erosion; yet because of its age, length and importance to the system, the link can never really be severed.

Materials and workmanship have gone through several replacement cycles. The 1922 Park Report reports a typical resurfacing as follows: "the standard of construction has macadam pavement, 12 inches in depth, a combined concrete curb and gutter and concrete sidewalk... The only change in construction has been the oiled surface and bituminous binder in wearing surface of the pavement." For heavily travelled arterials, which Linwood has become, frequent resurfacings are to be expected and need not have an adverse impact on integrity.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

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**Statement of Significance:** Linwood Boulevard is highly significant in the areas of landscape architecture, community planning and transportation.

In landscape architecture, Linwood is very important as one of the oldest and longest east-to-west boulevards in the system (nearly three and a half miles). It is a known Kessler design which survives in part; although Kessler did not live to see his work completed, there is ample

documentation to guide the replanting programs in progress. The three neighborhood parks and playgrounds along its length are also significant adjuncts to the boulevard landscape.

In **community planning**, Linwood was fundamental to the Kessler plan. It was the second major crosstown boulevard anchoring the middle neighborhoods, of particular importance for the eastern districts of the city. Linwood historically attracted institutions: it was known as the "Boulevard of Churches". Its historic functions are just as critical today for neighborhood and institutional revitalization.

In **transportation**, Linwood is significant as a key east-west distributor, originally joining the outlying Eastern and Blue Valley Districts to the rest of the boulevard system, and now making the major crosstown link between the eastern and western city neighborhoods.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Reports, 1893, 1909, 1910, 1914.  
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April 3, 1913.  
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June 17, 1919.  
June 18, 1919.  
October 23, 1920.  
August 18, 1921.  
July 26, 1925.  
February 11, 1926.  
May 13, 1926.  
April 2, 1927.  
  
April 29, 1929.

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## 13. FORM PREPARATION

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Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
Street Address: 30 West 22nd Street  
City/Town: New York State: New York Zip Code: 10010  
Phone: (212) 243-7478 Fax: (212) 243-7592 Date: 3/91





V-387





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F51 SANTA FE TRAIL MARKER, LINWOOD BOULEVARD AND EUCLID AVENUE

**Historical/Cultural Context:** The Santa Fe Trail Marker at Linwood Boulevard and Euclid Avenue is one of four Santa Fe Trail Markers in Kansas City and one of three markers designed by John Van Brunt in 1922. The Santa Fe Trail was the first commercial route running from Independence, Missouri to Santa Fe, New Mexico beginning in 1804. There were three distinct trails that wound their way through this area. One trail or road was known as the Independence-Westport Road which was used between 1837-1856 as a connecting link. The trail "followed the Rock Creek Road out of Independence, crossed the Big Blue River, climbed the hill to Twenty-seventh Street and Topping, then westward to Westport Road, known in those days as the 'Road to California'."

On May 2, 1905 a group of residents who had freighted over the Santa Fe Trail met with the Board of Public Works for the City of Kansas City to tour the city and relocate the original trail. The marker at Linwood Boulevard and Euclid Avenue is located on part of the trail.

**Description:** The Santa Fe Trail Marker originally consisted of a bronze plaque attached to a large piece of rose granite measuring three feet high. The bronze plaque has been removed from the marker. Only the piece of granite remains.

**Integrity:** This Santa Fe Trail Marker has not retained its integrity due to the loss of the bronze plaque.

**Significance:** Although the marker itself has lost its integrity, its site location is significant as a part of the original Santa Fe Trail.

**Bibliography:**

Kelsey, Lillie. Historic and Dedicatory Monuments of Kansas City. Kansas City: Board of Parks and Recreation, 1987.



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B44 MANHEIM ROAD

1. LANDSCAPE NAME

Historic: Manheim Road  
Common/Current: Manheim Road

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 3.99      Length (Miles): 0.62

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Manheim Road is classified as a boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Irregular, from Holmes Street on the west to The Paseo on the east.

7. REPRESENTATION IN OTHER SURVEYS

<input checked="" type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Hyde Park Historic District, Landmarks Commission, Kansas City, MO.

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): Squire Manor

Property

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): NA

Client/Community Leader Name(s): NA

Date(s) of Construction: 1910, 1914, acquisition; pre-1910, construction

**Historical/Cultural Context:** Manheim Road was built by the agents for Squire Manor Property and was completed prior to being placed under the control of the Park Board. On April 14, 1910 Manheim Road from Thirty-eighth Street and Harrison Boulevard to The Paseo was placed under the Park Board. "This provided a new connection between Harrison Boulevard and Swope Parkway by way of The Paseo."

Manheim Road began at Harrison Boulevard and Thirty-eighth Street, extended diagonally southeast to Thirty-ninth Street and Virginia Avenue. It then followed Virginia Avenue one block and entered The Paseo at East Fortieth Street. The one block of Virginia Avenue and the portion of East Fortieth Street from Virginia Avenue to The Paseo were renamed Manheim Road in 1950.

In 1914 Manheim Road from Holmes to Campbell Streets was placed under the Park Board's control for parkway purposes. With the 1914 inclusion, Manheim Road from Holmes Street to The Paseo measured approximately .62 miles and provided another link to the major boulevard system.

#### **Chronology:**

1914: The gutters from Thirty-ninth to Fortieth Streets were prepared.

1958: Manheim Road was repaved from Troost Avenue to The Paseo.

1979: One acre of land at Manheim Road and Fortieth Street was purchased for park purposes and was to be called "Manheim Green."

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#### **9. EXISTING CONDITIONS**

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features
			<input type="checkbox"/> Encroached Upon

**Existing Conditions:** The central stretch of Manheim (from Thirty-seventh Street and Forest Avenue to Thirty-ninth Street and Virginia

Avenue) has a 40 feet wide roadway with 8 feet grass verges and 5 feet wide sidewalks on both sides. The trees are predominantly Sugar Maples. The intersection of Virginia Street and Fortieth Street is marked by a terraced park with large stone retaining walls, known as Manheim Green.

The western end of Manheim Road becomes the east frontage road overlooking Harrison Parkway. Manheim Road is a short boulevard serving a compact neighborhood of small single family homes.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

---

Statement of Integrity: Manheim Road retains its integrity of location and setting; and some of its feeling and association. Materials and workmanship have been replaced by new construction.

The property boundaries were established by the original acquisitions (1910, 1914). The main part of Manheim Road (from Harrison Boulevard to Thirty-ninth Street and Virginia Avenue) was built in conjunction with a real-estate development which still provides a residential setting. Its eastern termination at The Paseo and Fortieth Street includes a small park purchased in 1979 and without historic interest. The western end is the frontage road to the Harrison Parkway section, which, too, preserves much of the original residential ambience.

The design authorship of Manheim Road is unknown. Its right-of-way is only sixty feet through the development, leaving little room for street trees, few of which remain anyway. But the project is "saved" by the slightly curving diagonal alignment, the small triangular green at midpoint and the well-planted front yards of the houses on larger than average-sized lots.

The part of Manheim Road overlooking the parkway section of Harrison Parkway is also different from the standard boulevard. Here, the right-of-way is only thirty feet and the roadway only twenty feet wide, making it one-way. Again, the lots are over-sized to reflect the real-estate advantage of more expensive homes enjoying parkway frontage.

Although not designed by Kessler, Manheim Road dates from the period of Kessler's South Gillham Road Plan and embodies a similar feeling of a small park-like residential street. Developed simultaneously with Harrison Boulevard and Harrison Parkway, it is associated with the Park and Boulevard Plan, for which reason it was placed under Park Board control in 1910.

Although materials and workmanship are not original, the substitution of new construction has not altered the form or character of Manheim Road as first conceived and built.



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**11. SIGNIFICANCE**

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

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**Statement of Significance:** Manheim Road has some significance in the areas of landscape architecture, and community planning and transportation.

In **landscape architecture**, Manheim Road is a good example of a small residential boulevard only three blocks long achieving a rich sense of the picturesque through simple means: a slightly curving diagonal alignment with a small triangular green, and larger irregular lots with ample planting in the front yards. The western end illustrates the use of a frontage road overlooking a parkway (Harrison Parkway).

In **community planning**, Manheim Road is a fine demonstration of how a short residential boulevard can be the focus and catalyst for a small planned development. It also shows how in the early 1900s opposition to the Parks and Boulevards Plan had been overcome and the private sector was supporting the plan, and adapting the plan's principles to its own individually sponsored projects, having the effect of expanding the system into newly planned neighborhoods.

In **transportation**, Manheim Road makes an important connection to The Paseo, the great north-south spine of the entire system, linking it to the important Gillham Road corridor.

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**12. INFORMATION SOURCES**

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**Bibliography:**

Board Of Park Commissioners. Annual Report, 1909.

Kansas City Times. April 14, 1910.

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**13. FORM PREPARATION**

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B45 MAPLE BOULEVARD

1. LANDSCAPE NAME

Historic: Maple Boulevard  
Common/Current: Maple Boulevard

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 2.20      Length (Miles): 0.18

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Maple Boulevard is classified as a parkway/boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: Runs for two blocks from Independence Boulevard north to Missouri Street and the entrance to North Terrace (Kessler) Park by way of Cliff Drive.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Garfield Neighborhood Survey, landmarks Commission, Kansas City, MO.

8. CULTURAL/HISTORIC INFORMATION

**Original Landscape Architect/Designer/Planner Name(s):** George E. Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** NA

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** Unknown

**Client/Community Leader Name(s):** G.G. Clarkson; Parker-Washington

**Date(s) of Construction:** 1907-1908, acquisition and construction

**Historical/Cultural Context:** Maple Boulevard, the western connection to Kessler Park, was already a highly developed residential street before it officially became a boulevard in 1907. Before it was acquired by the Board of Park Commissioners, it ran as a two-lane street in a direct north-south axis from Independence Boulevard to Lexington Avenue. From Independence Boulevard to Missouri Avenue, Maple Boulevard was transformed when the Park Board planned for a new (North Terrace) park link to connect Independence Boulevard and Cliff Drive. The first step in their plan was to widen Maple Avenue to a standard 100 foot boulevard. Their plan also called for condemnation of an irregular tract of land from Maple and Missouri Avenues to make a connection with the park. In addition, a macadam roadway from thirty-five to fifty feet in width was planned to connect with Cliff Drive. This condemned area is known today as Maple Park, actually a portion of Kessler Park.

Nearby all the land for the widening of Maple Avenue was donated by abutting property owners. North of Missouri Avenue, Maple Avenue as it curves to the east in its connection to Lexington Avenue remained a two-lane roadway. It was not considered in the overall plan in 1907.

#### **Chronology:**

1905: Resolution to adopt plans for park and boulevard along Maple Avenue.

1907: Resolution selecting and designating land along Maple Avenue from Independence Boulevard to Missouri Avenue for the purpose of a boulevard.

Deeds from abutting property owners were accepted and the ordinance for grading passed. Contract for grading awarded to G.G. Clarkson; contract for paving awarded to Parker-Washington.

Tree holes prepares for planting.

1908: Paving completed. Construction costs including grading, paving, sidewalks, curbs and gutters total \$10,343.60.

During winter 1907-08, alternate trees were removed from Independence Boulevard between Woodland Avenue and Olive Street. Surplus trees totalling 79 were planted along Maple Boulevard.

1946: Land which became Maple Park, at Maple Boulevard and Missouri, purchased for \$3,000.

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#### 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input checked="" type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** Maple Boulevard today is a pleasantly treed residential street. For two blocks north of Independence Boulevard, it consists of a forty feet wide roadway flanked on both sides by ten foot grass strips planted with elms and five foot wide sidewalks.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input checked="" type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input checked="" type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

**Statement of integrity:** Maple Boulevard has retained its integrity of location and setting; most of its design, feeling and association. Materials and workmanship have been periodically replaced by new construction.

Its property boundaries were fixed when it was agreed to widen an existing residential street to the 100 foot right-of-way standard.

The design of a forty foot roadway with thirty foot margins survives without widening and some of the original elms have achieved heights of upwards of sixty feet. Quite a few houses remain from the period (see Garfield Neighborhood Survey) preserving the setting of the original boulevard.

Today, one gets a feeling of the past from the size and number of the street trees and proximity of Kessler Park at the north end of the boulevard. It has enjoyed the association with Kessler and Kessler Park for many years, although it took till 1946 to buy the land to create the intended park entrance.

More recent materials and workmanship have been introduced - repaving but no widening to weaken historic image.

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#### 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)
<input type="checkbox"/> Historic Significance in Landscape Design/Planning
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)

<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

Statement of Integrity: Maple Boulevard is highly significant in the areas of landscape architecture and community planning.

In landscape architecture, Maple Boulevard is one of two interesting instances of existing residential streets being converted into boulevards, the design of which is still largely intact.

In community planning, Maple Boulevard is another good example of how a short tree-lined boulevard has serviced and stabilized a distinctive and individual neighborhood. As noted, it was created from an existing residential street upon property owners agreeing together to give the land. The benefits to the community and the gain in public amenity were seen as outweighing the loss of private yard.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Reports, 1907, 1914.  
Index to Minutes.  
Plan No. 9.84.

Kansas City Star. May 20, 1911.

Kansas City Times. May 21, 1907.

Millstein, Cydney. The Garfield Neighborhood Survey, 1989, copy.

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## 13. FORM PREPARATION

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Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
 Historical Research, Theis Doolittle Associates, Inc.)  
 Street Address: 30 West 22nd Street  
 City/Town: New York      State: New York      Zip Code: 10010  
 Phone: (212) 243-7478      Fax: (212) 243-7592      Date: 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B46 MEYER BOULEVARD

1. LANDSCAPE NAME

Historic: Meyer Boulevard  
Common/Current: Meyer Boulevard

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 63.17      Length (Miles): 2.80

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monumental Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Meyer Boulevard is classified as a boulevard/parkway by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: The "Sea Horse" Fountain at Meyer Circle is being rehabilitated, 1991. The Haff Circle/Mirror Pool at the entrance to Swope Park is included in the Swope Park Master Plan, 1991 (see P25). Since both features anchor the ends of this monumentally scaled boulevard, their improvement plans should be sensitive to their histories. The proposed Bruce R. Watkins Roadway is shown passing under Meyer Boulevard between Montgall and Chestnut Streets. Careful consideration for the continuity of this important boulevard's image and character through the intersection should be given.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From Ward Parkway on the west to Swope Parkway on the east.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation



Other: \_\_\_\_\_

Title of Survey and Depository of Records: None known.

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**8. CULTURAL/HISTORIC INFORMATION**

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Original Landscape Architect/Designer/Planner Name(s): George E. Kessler, landscape architect

Alteration/Additions Landscape Arch/Planner/Designer Name(s): J.V. Lewis, field engineer.

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): WPA labor, W.C. Mullins, contractor

Client/Community Leader Name(s): J.C. Nichols Company

Date(s) of Construction: 1913, acquisition; 1950-1920, 1924, 1939, construction

Historical/Cultural Context: Meyer Boulevard extends from Ward Parkway at "Meyer Circle" to the main entrance to Swope Park. The boulevard, named in honor of August R. Meyer, President of the first Board of Park Commissioners, was acquired in 1913 at a cost of \$167,951.00. It measures 2.8 miles.

Discussions began as early as 1905 to name a boulevard in honor of August R. Meyer, the man who was instrumental in developing the City's park and boulevard system. By 1910 plans were made to develop from The Paseo at Sixty-fifth Street a parkway to be known as August Meyer Parkway. This parkway would run eastward with a double roadway to the main entrance of Swope Park.

The standard boulevard width was 100 feet. However, Meyer Boulevard was laid out with a width of 220 feet from The Paseo to the entrance of Swope Park. It consisted of two roadways each forty feet wide, a central median sixty feet wide and forty foot wide grass verges on each side. This section of the boulevard was completed in 1918. The section from Ward Parkway to The Paseo was laid out with a total width of 140 feet, with a sixty foot single roadway and forty foot grass verges on each side. This section was completed in 1920. Upon its completion Meyer Boulevard became the connection for the north-south boulevards as well as the main arterial entrance to Swope Park.

Features along this boulevard include: the "Sea Horse" Fountain at Meyer Circle, the American War Mothers Memorial at The Paseo and Meyer Boulevard, the replica of the Statue of Liberty at Prospect Avenue and the Haff Memorial Circle and Mirror Pool at the front entrance to Swope Park.

**Chronology:**

1915: Meyer Boulevard from Wornall Road to The Paseo was graded by

W.C. Mullins. The J.C. Nichols Company graded from Ward Parkway to Wornall Road. In addition grading from The Paseo to the entrance of Swope Park was completed.

- 1918: Plans were prepared for a bridle path along The Paseo from Forty-seventh Street to Meyer Boulevard and along Meyer Boulevard to Swope Park.
- 1919: The boulevard was paved from Oak Street to The Paseo and Wornall Road to Oak Street.
- 1922: The circle at the intersection of Meyer Boulevard and Ward Parkway, measuring 325 feet in diameter was named in honor of August R. Meyer. It became known as "Meyer Circle."
- 1924: The "Sea Horse" fountain was constructed at "Meyer Circle."
- 1939: Plans were approved for the beautification of Meyer Boulevard from The Paseo to the entrance to Swope Park. The improvements included walks, paths, shrubbery, trees, flower beds and mirror pool. Approximately 200 WPA laborers worked on this project.
- 1940: On October 27 the Delbert Haff Circle was dedicated.
- 1941: An expenditure of \$750.00 was made for landscaping Haff Circle. Work began on the American War Mothers Memorial.
- 1942: On June 1st, the American War Mothers Memorial was dedicated.
- 1949: The safety island at Meyer Boulevard, The Paseo and 63rd Street was revamped. The replica of the Statue of Liberty was placed in the central parkway at Meyer Boulevard and Prospect Avenue. The statue was dedicated on November 13th.
- 1957: From Troost Avenue to The Paseo, the boulevard was widened, resurfaced and new curbs constructed.
- 1966: Four slabs of variegated Indiana limestone were constructed at Haff Circle in preparation for the bronze bust of Delbert J. Haff.

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## 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** Meyer Boulevard forms the southern link of the historic park and boulevard system, joining Ward Parkway at its west end, The Paseo at about its midpoint and Swope Parkway and the entrance to Swope Park at its east end. It also contains some of the system's

most important civic embellishments, from minor sculptural pieces to two major fountain ensembles - the "Sea Horse" at its west end and the Haff Memorial complex at its east end.

The boulevard is grand-scaled throughout with gentle grades, varying alignments, wide grass verges and large shade trees, but with two distinctive layouts. The western half from Ward Parkway to The Paseo has a sixty feet wide roadway, and forty feet wide margins with approximately thirty foot wide park strips and six foot wide sidewalks in a right-of-way of 140 feet. There are remnants of the original three rows of street trees (American elms) which are being replaced with pin oaks and red oaks, both capable of developing a broad crown but lacking the spreading growth habit of the elms. Through the Oak Meyer Gardens, announced by low stone entrance walls and piers flanking the sidewalks, the replantings create an irregular open and closed pattern. Residential uses continue to predominate throughout this section. In two locations between Main and Holmes Streets there are remnants of traffic circles.

Through The Paseo intersection, the boulevard turns northeast and then southeast around the northern side of Dunn Park. Institutional grounds contribute open space and large scale, but the absence of great trees is keenly felt here. A substantial replanting program needs to be considered. Architectural features include a pair of brick and wrought iron markers on either side of Meyer Boulevard at Wornall Road and the American War Mothers Memorial in the median at The Paseo.

The boulevard's eastern half from Euclid Avenue to Swope Parkway becomes a divided cross-section which develops into a monumental forecourt at the Swope Park entrance. Typically the boulevard consists of two forty feet wide roadways separated by a sixty feet wide median, with twenty feet wide grass verges and four to five feet sidewalks on both sides. There are stretches where elms continue to arch over one or other roadway, but mostly shingle oaks are being substituted, and various shrubs and floral beds have been introduced into the median - in particular, there are examples at Prospect, Chestnut, Askew, Monroe Avenues, at the Haff Memorial and Swope Parkway. Of minor architectural embellishments, there are small limestone walls on either side of South Benton Street and a copy of the Statue of Liberty at Prospect Avenue. Again, residential uses predominate, along with some institutional ones. The proposed Bruce R. Watkins Roadway is scheduled to underpass Meyer Boulevard between Montgall and Chestnut Streets.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input checked="" type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input checked="" type="checkbox"/> Vegetation	<input checked="" type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

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Statement of integrity: Meyer Boulevard retains its integrity of location; much of its integrity of setting, design, feeling and association. It retains most of its original materials and workmanship

at the two civic ensembles at each end; materials and workmanship have been periodically improved throughout the rest of the boulevard.

Meyer Boulevards property boundaries were established at the original acquisition (1913), which fixed the basic right-of-ways at 140 feet for the western half, 220 feet for the eastern half. Throughout these two sections, the Kessler design is clearly apparent and in both, the broad reservation allowed for - in fact, demanded - a majesty of scale and a fullness of expression that accorded with the impressive models of civic beautification that guided the City Beautiful movement in the early 1900s.

The single sixty feet wide roadway of the western half had three rows of American elms but the losses have been severe. Only a few remain and the various species of oak that have replaced the elms are in the twenty to forty feet height range, not yet large enough for the boulevard's grand scale. The twin thirty feet wide roadways of the eastern half suffer from the same decline, except the narrower roadways permit a closer spacing of the trees and ornamental shrubs and small tree plantings in the median which were part of the original design intent (see The Plan for Improving Meyer Boulevard from The Paseo to Swope Parkway, 1926).

Notwithstanding, the feeling of great civic boulevard is still strong through much of Meyer's length. The one area which breaks down rather badly is in the middle on either side of The Paseo, from Troost to Brooklyn Avenues. Traffic widening and reorganization through this interchange has not dealt kindly with the historic design intent: trees must have been removed and the wide sweep around the north side of Dunn Park lacks the reinforcing line of large trees on the outside and the big tree-masses on the park side, which the original layout called for.

Nevertheless, the residential setting of the two halves of Meyer, and the aggregation of institutions about its middle, are still much the same as when the boulevard was built. The replanting programs already in hand for several years and proposed for the future will perpetuate this impression.

The association with two of the great figures of the parks and boulevards system - Meyer and Kessler - is strongly recalled. A third - Delbert J. Haff - is commemorated at the grand entrance to the system's greatest park.

Like other boulevards, materials and workmanship have changed several times over the years. The eastern end took forty years of periodic construction. The size of the roadways and the scale of the features seem over large for the present uses; and the edge trees and houses seem too small and discontinuous to "frame" the space. As the main entrance to Swope Park, it has been carefully considered as part of the park's Master Plan.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

**Statement of Significance:** Meyer Boulevard has exceptional significance in the areas of landscape, and in community planning and transportation.

In landscape architecture, Meyer is one of the finest examples of a grand-scaled boulevard. It illustrates two types of design: the simple and the dual roadway. Original and replacement trees convey a good idea of the monumental effort intended. The two ends of the nearly three-mile boulevard terminate in large public spaces, each with an important fountain, motivated by the impulse to civic beautification and the ideals of the City Beautiful movement.

In community planning, Meyer is the most important cross-route servicing and anchoring the City's southern neighborhoods. It, also, has a community-wide function in accessing the main entrance of the City's largest park. It, therefore, commemorates some of the heroic figures in the park system: Meyer who led the first Park Board, Kessler who designed the system, Haff who created its legal underpinnings without which the plan could not have proceeded and Swope who gave the land for the system's "flagship" park.

In transportation, Meyer has comparable significance as a great traffic distributor. It connects the three important north/south boulevards - Ward Parkway, The Paseo and Swope Parkway - its relatively rapid construction (1918-20) attests to its significance for the entire city-wide plan on all counts.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Reports, 1910, 1914, 1940-41.  
 Index to Minutes.  
 Plan No. 11.209

Gabelman, Fred. Souvenir The Park and Boulevard System of Kansas City, Missouri. Kansas City Board of Park Commissioners, 1920.

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## 13. FORM PREPARATION

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
 Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91











1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F52 "SEA HORSE" FOUNTAIN, MEYER CIRCLE

**Historical/Cultural Context:** The "Sea Horse" fountain is located on a circular plot of land between Ward Parkway and Meyer Boulevard. In 1924 J.C. Nichols approached the Park Board with the proposal to donate a major art object. At this time a circular traffic island was being developed at Meyer Boulevard and Ward Parkway. It was to be called "Meyer Circle." Mr. Nichols was willing to donate a fountain and its installation for Meyer Circle, requesting only that the City pay for the landscape improvements.

While on a trip to Europe in the early 1920s, Mr. Nichols purchased a piece of sculpture. The Italian seventeenth century piece of sculpture is said to have come from Venice where it adorned a piazza. A conflicting report states its origin is from a private Venetian villa.

On October 19, 1924, Edward Buehler Delk, architect hired by Mr. Nichols presented his plan for the fountain to the Municipal Art Commission. Delk's plan included the seventeenth century sculpture with water outlets situated in the circular pool. Until April 1991, the fountain was almost identical to Delk's original design with the exception of the water treatment and the missing original summit figure of a child and a dolphin. The cost of the fountain including the sculpture, base, pedestal, pool and landscape was \$18,000.

In the spring of 1960 the fountain developed leaking problems and could not be operated on a continuous basis. Repairs to the fountain began in the summer and included the installation of new plumbing and spray nozzles. In addition six underground lights were installed to illuminate the fountain from the water.

In 1961 the summit figure of the child and dolphin was stolen. It was replaced by a similar figure of a child and a dolphin only to be damaged by vandals in 1966. Also in 1966 the water treatment of the fountain was changed. The original treatment consisted of sixteen jets arranged in a circle, spraying inward toward the sculpture. The direction and size of the water outlets were changed. The changes consisted of three nozzles mounted together expelling a steady stream of water at the four quadrants of the pool towards the center of the fountain. Contrasting to these arc sprays were four columns of water which had been placed closer to the sculpture. With this treatment the water expelled with greater pressure, thus creating agitated patterns in the reflecting pool.

In April 1991, the city presented a renovation plan calling for the elevating of the fountain pool in order to improve the drainage problem. This plan included major alterations to the fountain. The sculpture was to be removed and a four foot concrete wall constructed at the pool's base. The wall construction was met with major opposition by neighborhood associations consisting of nearby property owners. The Park Department has agreed to lower the wall. Recent articles in the Kansas City Star regarding the controversy has assisted in locating the

original sculpture that has been missing since 1961.

**Description:** Until recently, the "Sea Horse" fountain consisted of a piece of Italian sculpture fitted with water outlets and placed in a circular pool 100 feet in diameter. The fountain had an elevation of eighteen feet from the water level to its peak. The fountain itself was eleven feet high and was made of Carrara marble. Originally the fountain was surrounded by a flagstone terrace with five radiating walkways and a row of Poplars surrounding the edge of the circle.

The "Sea Horse" fountain derived its name from the three seahorses which were elevated on a native stone pyramidal pedestal. The seahorses rested on the extension of the pedestal and were depicted as odd mythological beasts with scaly fishlike tails, horse heads, webbed feet and feathery wings.

The seahorses acted as a base for the second tier of the fountain which consisted of a fluted saucer with carved lion head spigots on each side. The third tier consisted of a pedestal with two small cherubs clinging to it. This pedestal supported an identical saucer as the one in the second tier but smaller in size. A child astride a dolphin was the original summit of the fountain. The summit was replaced by a child figure holding a fluted saucer.

Originally sixteen jets of water would spray on the fountain from the basin. Water would also come from the nostrils of the seahorses and the mouth of the dolphin.

**Integrity:** The "Sea Horse" fountain retains its integrity of design location, setting, design, workmanship and material. Although there have been some additions and alterations, mostly in the water treatment and the loss of the original summit figure, the general character and design of the original fountain is being maintained in the current rehabilitation, 1991. The fountain is to be serviced and put into optimum working condition.

**Significance:** The "Sea Horse" fountain is significant as a work of art, an outstanding feature in urban planning and an integral part of Kessler's boulevard system.

#### **Bibliography:**

Kansas City Journal Post. October 19, 1924.

Kansas City Star. May 31, 1925.  
June 25, 1950.  
May 7, 1991.

Piland, Sherry and Ellen Uguccioni. Fountains of Kansas City, A History and Love Affair. Kansas City, City of Fountains Foundation, 1985.



**1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F53 AMERICAN WAR MOTHERS MEMORIAL, MEYER BOULEVARD AND THE PASEO**

**Historical/Cultural Context:** The American War Mothers Memorial, located in the intersection of Meyer Boulevard and the east drive of The Paseo, was designed in 1941 by the prominent Kansas City architect Edward Buehler Delk. C.P. Hucke was the contractor for the memorial.

The American War Mothers Organization developed as a result of the United States involvement in World War I. The premise for this organization was to provide support and improve morale of women and families who were involved in the war. This organization was chartered in 1917 by an act of Congress and nationally incorporated in 1925.

The Kansas City Chapter of the American War Mothers was formed in 1921 and by the end of their first year had 300 members. A small plot of land at Meyer and the east drive of The Paseo was given to this organization in 1931 by the Park Board for the use as a "memory garden", honoring military service. The memorial designed as a fountain was presented to the City in May 1942 and dedicated on June 1, 1942.

**Description:** The American War Mothers Memorial is simple in form and basic in design. It consists of an eighteen feet high limestone obelisk surrounded by a circular retaining pool lined in light blue tiles. The pool measures approximately twenty-five feet in diameter. The obelisk culminates in a relief carving of eagles with outstretched wings. Three of the four sides of the obelisk have metal stars attached to them - one in blue, symbolizing those who were wounded; one in gold, symbolizing those who were killed; and one in white, representing those who returned from the war uninjured. Affixed to the fourth side is the War Mothers' insignia in colored enamel on stainless steel. Directly below the star on the north face is incised 1917, 1918, while on the other three sides is an incised sword with the point facing downward.

A single jet spray is located on each side of the obelisk directly below the metal stars and insignia. The water arcs downward into the retaining pool. Eight eighteen-inch high curved stone benches plus four entrance openings form a circle around the memorial and complete Delk's design.

An inscription plaque was once located at the base of the retaining pool. It read "1917, 1918 Kansas City Missouri Chapter, American War Mothers, Building Committee, Mrs. V.V. Austin, Mrs. Howard C. Boone, Mrs. Louis S. Edwards, Mrs. H.H. McCluer, Mrs. Arthur Schopper, Mrs. Richard B. Teachenor, Erected 1941. Edward Buehler Delk, 1st Lieutenant Air Service, A.F.F., architect".

**Integrity:** This memorial fountain retains its integrity of design location, setting, workmanship, design and material. Although the inscription plaque is missing it does not detract from the overall design. The American War Mothers Memorial is in good condition.

**Significance:** Just shy of fifty years old, this memorial is

significant as a well designed monument by the prominent Kansas City architect, Edward Buehler Delk. It is further significant as an important design feature of Meyer Boulevard and The Paseo.

**Bibliography:**

Board of Park Commissioners. Index to Minutes.

Kelsey, Lillie. Historic and Dedicatory Monuments of Kansas City. Kansas City: Board of Parks and Recreation.

Piland, Sherry and Ellen Uguccioni. Fountains of Kansas City: A History and Love Affair. Kansas City, City of Fountains Foundation, 1985.



**1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F54 REPLICA OF THE STATUE OF LIBERTY, MEYER BOULEVARD AND PROSPECT AVENUE**

**Historical/Cultural Context:** In 1949 the Boy Scouts of America launched a national campaign to "strengthen the Arm of Liberty." The plan of the campaign was to place replicas of the Statue of Liberty in every major city and county. Kansas City was the site for the first replica because Jack P. Whitaker, a past-president of the Boy Scouts in Kansas City originated the idea.

The replica of the Statue of Liberty is located in the central parkway at Prospect Avenue and Meyer Boulevard. The statue was designed by F.A. Bertholdi, a French sculptor.

**Description:** The copper statue is eight feet three inches high. The statue rests on a stone pedestal approximately five feet high by three feet long by three feet wide. A bronze plaque with an inscription is attached to the north face of the pedestal. The statue and pedestal are placed within a low star-shaped stone planter.

**Integrity:** The replica of the Statue of Liberty retains its integrity of design, material, location, setting and workmanship. The statue is in good condition.

**Significance:** The replica is not significant to the development of Meyer Boulevard. However, there is minor significance in that the placement of the replica marked an important event in the nationwide crusade "strengthen the Arm of Liberty." This crusade marked the 40th anniversary of the Boy Scouts of America.

**Bibliography:**

Kansas City Star. November 13, 1949.  
November 20, 1949.  
November 21, 1949.

Kelsey, Lillie. Historic and Dedicatory Monuments of Kansas City.  
Kansas City: Board of Parks and Recreation, 1987.





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American  
Photo

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F55 HAFF CIRCLE AND MIRROR POOL, MEYER BOULEVARD

**Historical/Cultural Context:** The Delbert J. Haff Memorial was originally designed in 1927 as a circle. A mirror pool was introduced in 1939 which later became a fountain. Finally in 1967 a bronze bust of Delbert J. Haff was installed.

Delbert J. Haff was the attorney for the Park Board in the 1890s. It was he who developed an ingenious system for paying for municipal parks and boulevards. He developed a lawful method whereby the Park Board could levy taxes for land acquisition. Haff served as President of the Park Board from 1908 to 1912. Over his lifetime he made enormous contributions to the park and boulevard system.

Proposals to honor him were being made during his lifetime. A local sculptor, Jorgen Dreyer, was commissioned in 1916 to design a bust of Haff. Upon the completion of the bust it was put in storage until 1967 when it was placed at the west end of the mirror pool.

The circle was created in 1927 and the landscape was designed by Wilbur H. Dunn. In 1939 plans were prepared for beautifying Meyer Boulevard near the entrance to Swope Park. Improvements included in the plans called for the construction of the mirror pool, new flower beds, walks, paths, trees and shrubbery. These improvements were executed by some 200 WPA laborers under the supervision of J.V. Lewis, superintendent of parks.

Work was completed a few months before its dedication in 1940. Hare and Hare prepared the landscape plans.

In 1940, when Haff was eighty-one years old, the Park Board honored him by determining that the landscaped circle and mirror pool be dedicated in his honor. Dedication occurred on October 29.

**Description:** The Haff Memorial is located in the central parkway of Meyer Boulevard directly west of the entrance to Swope Park. This section of the parkway is oval-shaped and contains a circular flower bed at the east end, a mirror pool/fountain in the middle and the Haff bust at the west end.

The 600 foot circle is landscaped with flowers and grass. A stone wall encircles the flower bed and grass. A concrete walk with nine benches surrounds the circle.

Directly west of the circle is a mirror pool, measuring 160 feet by sixty feet with straight sides, with the exception of the curved west end. This pool is identical to the Northeast Concourse Casting Pool/Fountain. A low, coursed stone retaining wall forms the sides of the two and a-half foot deep shallow basin. A wide concrete walk surrounds the pool. Concrete benches are evenly spaced at the edge of the concrete walk.

The mirror pool became a fountain in 1966 when a center spray ring and seven vertical jets which are set to cycle every ninety seconds were added. That same year, four slabs of variegated Indiana limestone were constructed in preparation for the bronze bust of Delbert J. Haff.

**Integrity:** The Haff Circle and Memorial retain their integrity of design, setting, workmanship and material. They are in good condition.

**Significance:** The Haff Circle and Memorial pool/fountain are significant as an important feature in urban planning. In addition, the circle is significant as being an integral part of the design plan for Meyer Boulevard.

**Bibliography:**

Board of Park Commissioners. Plan Nos. 11.298, 11.209.

Kansas City Times. August 24, 1939.  
October 30, 1940.

Piland, Sherry and Ellen Uguccioni. Fountains of Kansas City: A History and Love Affair. Kansas City: City of Fountains Foundation, 1985.



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B47 NICHOLS PARKWAY

1. LANDSCAPE NAME

Historic: Mill Creek Parkway

Common/Current: Nichols Parkway, J.C. Nichols Parkway

2. LOCATION

City/Town: Kansas City  
Area (Acres): 6.89

County: Jackson  
Length (Miles): 0.57

State: Missouri

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other:		

Brief Description of Type: Nichols Parkway is classified as a parkway/boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From Forty-third Street at the north, south to Ward Parkway and Brookside Boulevard.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other:	

Title of Survey and Depository of Records: North Plaza Survey Landmarks Commission, Kansas City, MO.

8. CULTURAL/HISTORIC INFORMATION

**Original Landscape Architect/Designer/Planner Name(s):** Attributed to George E. Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** NA

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** Unknown

**Client/Community Leader Name(s):** NA

**Date(s) of Construction:** 1909, acquisition; 1911-1914, construction

**Historical/Cultural Context:** Originally called Mill Creek Parkway, J.C. Nichols Parkway runs from Forty-third Street south to Ward Parkway and Brookside Boulevard at Baltimore Street. This parkway, acquired by condemnation in 1909 at a cost of \$241,092.00 is a connection with Ward Parkway, Broadway and Brookside Boulevards into the Country Club, Sunset Hill and Waldo residential districts and all the major parks in Kansas City. When it was first constructed, Mill Creek Parkway ran from Westport Road to Forty-eighth Street for .95 miles and was praised as one of the "most interesting places of park development in all of Kansas City. The great beauty...comes from the fact that it follows the natural topography almost over every foot of its length, winding along slopes and little valleys and hardly ever leaving the shade of old locust trees." With paving twenty-two feet wide at the center of a fifty feet wide right-of-way (later widened and paved), Mill Creek Parkway opened for travel on April 20, 1913.

In 1923, the first fountain on the Country Club Plaza was given to the City by J.C. Nichols. A two-tiered pedestal basin featuring a child holding a fish was placed on park property at the intersection of Forty-seventh and Mill Creek Parkway. The fountain was relocated to Seventy-ninth and The Paseo to accommodate the Seville Light Fountain in 1968.

Other features along Nichols Parkway include the Forty-third Street Viaduct built in 1926 and Massasoit, a bronze statue of the Indian Chief by Cyrus E. Dallin located at the northwest intersection of Forty-seventh and the Parkway.

In addition, Mill Creek Park, an 11 acre tract, is located adjacent to the eastern boundary of J.C. Nichols Parkway. This park was condemned as part of the Mill Creek Parkway in 1908.

#### **Chronology:**

1906/

1908: A resolution adopted selecting and designating land in Westport for the purpose of a public parkway. This stretch of road was known as Hamilton Street.

An ordinance adopted to open a street in the Mill Creek Valley in Westport sixty feet wide about 400 feet east of Wornall Road.

The proposed street is adjacent to the old Kansas City Interurban Railway. South of Forty-third Street, it will follow the lines of the proposed 300 foot parkway in the Mill Creek draw.

1909: Condemnation of land.

1911: Paving of Mill Creek Parkway from Westport Road to 42nd Street.

A resolution adopted establishing the roadway of Mill Creek Parkway from Filmore to Forty-seventh Streets.

1912: Grading and paving of Mill Creek Parkway completed to Forty-second Street.

Grading commenced from Forty-second to Forty-seventh Streets. Partially paved in the fall.

1913: Mill Creek Parkway from Westport Avenue to Forty-eighth Street open for travel.

Plans to adopt a resolution to rename Mill Creek Parkway, to "Ashley Parkway" in honor of Henry D. Ashley, president of the Park Board.

1914: An ordinance to improve Mill Creek Parkway at Forty-eighth and Main Streets pending in City Council. This connection will link Brookside Boulevard with Mill Creek Parkway.

1915-

1916: Paving of Mill Creek Parkway from Forty-seventh Street to Bridge over Brush Creek.

1926: The viaduct over Mill Creek Parkway at Forty-third Street constructed.

1934: Mill Creek Parkway widened to fifty-six feet and resurfaced. Cost of construction paid with Ten-Year Plan bond funds.

Intersection at Forty-seventh Street was improved.

1948: Mill Creek Parkway from Westport Road south to Forty-third Street changed to Broadway Boulevard.

1950: \$65,000 available for erection of a new bridge over Brush Creek at terminus of the J.C. Nichols Parkway.

1952: A request to rename Mill Creek Parkway "J.C. Nichols Parkway".

1975: Reconstruction of (rock dust) Plaza Tennis Courts.

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## 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** Nichols Parkway continues Broadway Boulevard southward, starting at Forty-third Street and forming the western edge of Mill Creek Park, past the Brush Creek tennis courts and crossing Brush Creek to terminate at the south roadway of Ward Parkway. Its typical cross section is a sixty foot wide undivided roadway with Mill Creek Park on the east side and a six to eight foot wide grass verge and six foot wide sidewalk on the west side.

Through the park runs a walk and jogging trail. The park's centerpiece is the J.C. Nichols Memorial Fountain (noted under Mill Creek Park, see P18). Besides the fountain, other features of Nichols Parkway are: the Forty-third Street Viaduct at its north end, the large bronze statue of an Indian on the southeast corner of Forty-seventh Street, and the Seville Light Fountain on the northwest corner. There are also flower beds in the traffic islands at Forty-seventh Street and Ward Parkway, one of which contains a lead sculpture.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

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**Statement of Integrity:** Nichols Parkway retains much of its integrity of location; some of its integrity of setting, design, feeling and association. Its materials and workmanship are changed.

As Mill Creek Parkway, its **property boundaries** established in 1909 originally ran from Westport Road 0.95 miles to Forty-eighth Street. In 1948, the northern end above Forty-third Street became part of Broadway. Mill Creek Parkway was re-named J.C. Nichols Parkway in 1952.

The **design** attributed to Kessler was a twenty-two foot wide roadway in a fifty feet right-of-way; now it is a fifty-six feet roadway on the west side of Mill Creek Park (1934) crossing Brush Creek by a 1950 bridge. Mill Creek Park's development did not begin until the 1960s (see P18).

The **setting**, too, has changed throughout its history. Originally, houses and colonnaded walk-up apartments fronted the park, and many survive on the west side. Then from 1925 started the Country Club Plaza which grew under J.C. Nichols leadership in the next thirty years to be one of the earliest and most successful suburban shopping districts in the country, in an era of shopping centers. Then followed "spin-off" development of office commercial, hotels and high- and medium-rise residential, around the Plaza and overlooking Mill Creek Park, and the



## Brush Creek/Ward Parkway Corridor.

Thus, although Nichols Parkway has an association with Kessler and Nichols, and was acquired and built in the early 20th century, design and setting have both been modified over time; therefore, the historic feeling is considerably different and a sense of the past requires some exercise of the imagination. The line of the boulevard still "follows the natural topography...[and winds] along slopes and little valleys" but gone are "the shade of old locust trees." The little valley has become a well-liked exercise ground and the fountain a tourist attraction, while the boulevard is a heavily travelled collector street which opposite the Country Club Plaza serves mostly commercial functions.

Materials and workmanship have undergone similar changes, but these alone need not affect integrity. In conjunction with the other alterations, however, they are all part of the somewhat different picture that Nichols Parkway now presents.

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### 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies):	

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**Statement of Significance:** Nevertheless, Nichols Parkway is highly significant in the areas of landscape architecture, and community planning and transportation.

In **landscape architecture**, Nichols Parkway is a good example of a boulevard in a linear park: in this case, the boulevard runs **beside** the park, rather than **through** it like Harrison Parkway (see B41) or **divided** around it like the Hyde Park section of Gillham Road (see B40) - all Kessler innovations for the time.

In **community planning**, Nichols' investment in the area, and vision of a planned shopping and residential district, fueled the need for a boulevard named after him. The boulevard has played a fundamental role in the Country Club Plaza's development. Also in accordance with City Beautiful ideas, the civic adornments given by Nichols next to the boulevard or in its right-of-way bring additional significance, paving the way for his lavish contributions to Ward Parkway (see B59). His munificence was continued in Miller Nichol's gift to the City in the 1970s of Cyrus Dallin's "Massasoit", who was one of the first sculptors to focus on the American Indian.

In **transportation**, Nichols Parkway completes an important connection from the City's Central Business District to the Ward Parkway/Brush

Creek corridor. In addition, the parkway is associated with the old Dodson School Line which crossed Mill Creek Parkway at Forty-third Street by a 1926-27 curved viaduct of some note. The reuse of this viaduct now the streetcar line is inactive is a matter of concern.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Index to Minutes.

Kansas City Journal Post. January 18, 1910.

Kansas City Star. January 15, 1908.  
January 5, 1912.  
April 20, 1913.  
January 28, 1914.  
January 29, 1914.  
August 13, 1934.

Kansas City Times. July 25, 1911.  
April 15, 1913.  
January 16, 1934.

Piland, Sherry and Ellen Uguccioni. Fountains of Kansas City: A History and Love Affair. Kansas City: City of Fountains Foundation, 1985.

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## 13. FORM PREPARATION

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Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
Street Address: 30 West 22nd Street  
City/Town: New York State: New York Zip Code: 10010  
Phone: (212) 243-7478 Fax: (212) 243-7592 Date: 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F56 MILL CREEK VIADUCT, NICHOLS PARKWAY AT FORTY-THIRD STREET

**Historical/Cultural Context:** The Mill Creek viaduct, located at the intersection of Forty-third Street and Nichols Parkway was built in 1927 by the Kansas City Public Service Company. The design and construction of this steel and concrete structure was under the direction of William G. Woolfolk and Company, Engineers and Constructors from Chicago, Illinois, in cooperation with E.B. Delk and the Municipal Art Commission, Kansas City, Missouri.

The bridge, designed in 1926, replaced an old timber trestle which carried the Dodson Line, a rail that furnished freight service between the southern part of the city and the Westport Industrial District.

To carry traffic while the Mill Creek Viaduct was being built, a temporary trestle was built. This also served as a work track for handling materials.

**Description:** The bridge is 310 feet long and was originally constructed with approach embankments featuring sodded sloped and landscape treatment. To "secure the most desirable design from an architectural standpoint, an arch treatment was chosen." In the design finally adopted, a two span structure with center pier on J.C. Nichols Boulevard features a concrete deck on steel beams supported by steel seventy-six inches through girders incased in parapet walls. The one span over Forty-third Street is of similar design, but with seventy inch girders. At each end over the sidewalks the deck slab is carried by a pair of longitudinal I-Beam stringers. The intermediate sections and approaches have a concrete deck on transverse steel I-beams supported on bearing walls and abutments. The original design provided for a loading consisting of an eighty-ton electric locomotive followed by a train of gondola cars of eighty tons gross weight.

The concrete covering of the bridge features panels which were roughened by bush-hammering; other panels were rubbed smooth with carborundum blocks. All steel girders are encased in concrete. The track above is level and on a curve of 952.5 feet radius, with a grade of two percent on the south approach. In addition to the two roadway spans, two sidewalk archways are featured and an additional roadway and sidewalk span for Forty-third street. Minimum headroom on the parkway approach is thirteen feet, nine inches; on Forty-third Street it is eleven feet, six inches. Multiple trolley poles, fitted into steel jackets housed in concrete pedestals are placed symmetrically along the viaduct wall. Designed to carry a lateral pull of 2,800 pounds at the trolley connections, the poles were grounded in the jackets.

**Integrity:** The Mill Creek viaduct retains its integrity of location, design, setting, workmanship, feeling, association and materials. Although it retains all features necessary to convey its historic appearance and association, the bridge is in fair to poor condition.

**Significance:** The Mill Creek Viaduct is significant as an example of a

well designed bridge. The steel frame is masked as an arched structure that blends in (architecturally) with its surroundings. The structure illustrates an effort to obtain a design that adds to the appearance of the wide boulevard it crosses. Its curved design, spanning two streets, once carried the historic Dodson Line, a freight service that ran between Westport and the southern part of the city.

**Bibliography:**

Engineering News - Record. April 19, 1928; 620-22.

Kansas City Star. November 18, 1923.  
December 29, 1926.  
December 23, 1928.

Kansas City Times. October 17, 1927.  
March 17, 1928.

Photographic File. Missouri Valley Room. Kansas City Public Library.









1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F57 MASSASOIT, NICHOLS PARKWAY

**Historical/Cultural Context:** Created by American sculptor Cyrus Dallin, Massasoit was a gift to the City from Mr. and Mrs. Miller Nichols in 1979. The work is one of five original bronze castings Dallin made from a plaster model in 1921. Ironically, the statue's model was not an Indian (although an Indian face is featured) but a black man who, according to accounts, also posed for John Singer Sargent's "Apollo". The other four statues are displayed in Plymouth, Massachusetts; at the Utah State capital in Salt Lake City; at Brigham Young University in Provo, Utah and in Chicago. Nichols purchased this piece in 1977 in Santa Fe, New Mexico.

Massasoit, an Indian Chief of the Massachusetts tribe "Wampanbog", was born in the late 16th century. He befriended the Pilgrims at Plymouth and in 1621 he entered into a treaty with the English settlers "assuring peace and mutual protection." Massasoit, it is written, was a guest at the First Thanksgiving. He died in Rhode Island in 1662.

Cyrus Edwin Dallin (1861-1844) was the first American sculptor to dedicate himself to the Indian theme. Dallin, a native of Utah, also created the Scout which is located in Penn Valley Park.

**Description:** The over-lifesize statue of Massasoit is cast in bronze and rests on a quartzite boulder which Miller Nichols found in Cillicothie, Missouri. Cast in a bronze plaque beneath the chief is the following inscription:

"The Sioux Quartzite boulder was  
brought from Minnesota to the farm  
of Ralph Dooley at Bosworth, Missouri  
by glaciers more that 50,000 years ago."

A limestone boulder to the west of the statue also features a bronze plaque with this inscription:

"MASSASOIT  
Great Sachem of the Wampanoags  
Friend and protector of the Pilgrims (1621)  
Contributed to the people of Kansas City  
May 6, 1979  
by Mr. and Mrs. Miller Nichols."

Placed at the left of the plaque is an authentic Indian grindstone.

Before the statue was installed at its site, a seven foot retaining wall of native limestone was constructed to the east, and the grade of the site was changed.

**Integrity:** Massasoit retains its integrity of design, setting, feeling, association and materials. It retains all features necessary to convey its historic appearance and association.

**Significance:** The statue of Massasoit, one of five original bronze castings Cyrus Dallin made from a plaster model in 1921, is significant as an important expression of the work of a master and possesses a high degree of skilled craftsmanship. Although placed in its present site in 1979, the statue was cast in 1921 and could, therefore, qualify under Criterion C.

**Bibliography:**

Brown, Milton W. et al. American Art. New York: Harry Abrams, 1979.

Kansas City Star. May 5, 1979.  
July 29, 1979



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B48 WEST PENNWAY

1. LANDSCAPE NAME:

Historic: West Pennway  
Common/Current: West Pennway

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 19.48      Length (Miles): 1.15

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monumental Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: West Pennway is classified as a boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: West Pennway from Pershing Road north to Twenty-first Street has been eliminated with the construction of a new viaduct diagonally northeastwards from West Pennway over the railroad tracks to Broadway, 1989-1991.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From the intersection of Seventeenth Street and Beardsley Road southeast to Twenty-first Street, continuing south to Twenty-sixth Street.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Midtown Survey, and the Westside Survey, Landmarks Commission, Kansas City, MO

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**8. CULTURAL/HISTORIC INFORMATION**

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**Original Landscape Architect/Designer/Planner Name(s):** George E. Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** NA

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** Unknown

**Client/Community Leader Name(s):** NA

**Date(s) of Construction:** 1908, 1913, acquisition; 1912, 1915, construction

**Historical/Cultural Context:** West Pennway runs from Beardsley (originally Holly Street) near Seventeenth Street southeasterly to Twenty-first Street. At this point it extends eastward on Twenty-first Street passing under the I-35 viaduct to near Broadway. Originally, it ran due south to Penn Valley Park; now it turns southwest at Broadway on to an elevated viaduct across the railroad tracks which rejoins the original alignment at Pershing Road. This parkway measures approximately 1.15 miles.

In 1906 a petition was presented to the Park Board to establish a boulevard commencing at the corner of Seventeenth and Holly Streets to the intersection of Twenty-first Street and Broadway. At this time it was decided to call the boulevard "West Pennway." This 14.57 acre section was acquired by condemnation in 1908 at a cost of approximately \$242,265.00.

In 1913 a section of Pennsylvania Avenue from Twenty-first to Twenty-sixth Streets was acquired by condemnation. This section was to be used as an extension for West Pennway. With the completion of this section, West Pennway provided a connecting link between West Terrace Park and Penn Valley Park. In addition it provided an additional outlet from Penn Valley Park to the downtown district. An important feature of the construction of this section of West Pennway was the building of a viaduct over the Belt Line tracks. This viaduct has recently been replaced with a new one. The original viaduct was opened in 1914.

West Pennway is an important link in the boulevard system. It provides connections to the westside, the southeast section of the city, Penn Valley Park and Union Station.

**Chronology:**

1914: Between Twenty-first and Twenty-sixth Streets the roadway was widened to sixty feet in order to provide for both business and pleasure traffic. The viaduct was completed and opened in November.

1924: West Penrway was repaved from Twenty-fifth to Twenty-sixth Streets.

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#### 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input checked="" type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input checked="" type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** West Penrway today has undergone many changes. The elevated structure of I-35 crosses Twenty-first Street breaking the historic link between West Terrace and Penn Valley Parks into two parts.

The south part from Twenty-first to Twenty-sixth Streets is a sixty foot, five-lane street. The three and a half blocks from Twenty-first Street to Pershing Road have been deleted and replaced by a new viaduct over the railroad tracks which connects diagonally the west end of Pershing Road and Penrway with the intersection of Broadway and Twenty-first Street (also Penrway). The last one and a half blocks from Pershing Road to Twenty-sixth Street is flanked by old commercial and light industrial properties. It has lost its boulevard trees, yet continues to serve as a gateway to Penn Valley Park from the north.

The north part from Twenty-first to Seventeenth Streets ascends steadily through a neighborhood that has been entirely rebuilt by 1960s urban renewal. It has preserved its parkway image as a forty-eight feet wide roadway flanked by mature plane trees in ten foot grass verges, with new five foot sidewalks which connect to a walk system and triangular lawn areas associated with the new housing. The housing takes the form of fairly standard F.H.A. two-story brick apartment buildings arranged around the parkway and terraced on the hillside below Observation Park. This section of West Penrway has been reinterpreted as a linear park with small playgrounds and sitting areas along both sides.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

**Statement of Integrity:** West Penrway has to be considered in two parts. The south section has lost its integrity of location, setting, design, feeling and association. Original materials and workmanship have been replaced or are in the process of being abandoned for the three and a half blocks bypassed by the new viaduct. The north section retains a good measure of design, feeling and association, although the setting is changed. Materials and workmanship have been replaced.

The history of the north and south section has followed separate paths, and is echoed in their separate acquisitions: 1908 for the north to Twenty-first and Broadway; 1913 for the south from Twenty-first to Twenty-sixth Streets along Pennsylvania Avenue. Property boundaries for the north section have not changed: the north on a diagonal to the grid included triangular reservations on each side of the boulevard; the "waist" along Twenty-first Street was 100 feet wide to Broadway. The property boundaries for the south half changed with the striking of three and one half blocks of West Pennway from Thirty-first Street to Pershing Road. Originally, the south five blocks were 80 feet wide to Penn Valley Park, crossing the railroad tracks by an old viaduct. With the new viaduct completed, only one and one half blocks from Pershing Road to Twenty-sixth Street retain the original right-of-way.

The north and south parts were already split by a commercial arterial, Southwest Boulevard. I-35 (Southwest Trafficway) continued a separation that had existed from the beginning and the new viaduct is the final rupture. The design of the north section was obviously important to Kessler because it led to West Terrace Park. No specific documentation has been found: it would be instructive to know how Kessler proposed to treat the several triangular areas on each side of the boulevard. The second generation plane trees, however, have attained forty to sixty feet in height and run consecutively for four blocks. They present a fine parkway image, conveying a strong feeling for the original scenic intent although the setting of small free-standing houses on narrow lots twenty-five, thirty and forty feet wide has completely changed through urban renewal clearance. Fortunately, the stepped formation of the building lots with triangular open-spaces was followed in the reconstruction. The buildings are fairly standard F.H.A. walk-up apartment blocks, ranked on the hillside below Observation Park and straddling the boulevard. The triangular open spaces are sitting gardens and playgrounds. Thus the Kessler association is kept alive through a reinterpretation of his design intent for a new neighborhood.

The south section was always a commercial street crossing the railroad tracks west of Union Station. Early photographs (Park Reports, 1922, p.28) show the recommended thirty-six foot wide roadway in an eighty foot wide right-of-way bordered by two rows of trees on either side of a sidewalk. But almost immediately, the roadway was widened to sixty feet in conjunction with the viaduct over the tracks and trees were eliminated. Today, little remains of the southern gateway to Kessler's Park except for the last one and a half blocks before Penn Valley Park. Although half a block on the west side has been replanted, the streetscape is dominated by highway impedimenta. All sense of West Pennway's original design or historic association has been lost.

Materials and workmanship have been replaced more than once through West Pennway's several reconstructions. But in the north, the rebidding followed the historic form; in the south, it substituted the historic form for another one driven by traffic considerations.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> <b>Historic Association with Prominent Person(s)/Group(s)/Event(s)</b>	
<input type="checkbox"/> <b>Historic Significance in Landscape Design/Planning</b>	
<input checked="" type="checkbox"/> <b>Work of Recognized Master Designer(s)/Planner(s)/Builder(s)</b>	
<input type="checkbox"/> <b>Cultural Significance</b>	<input type="checkbox"/> <b>Important Landmark</b>
<input type="checkbox"/> <b>Important Artistic Statement</b>	<input type="checkbox"/> <b>Unique Regional Expression</b>
<input type="checkbox"/> <b>Use of Unique Materials</b>	<input type="checkbox"/> <b>Example of Fine Craftsmanship</b>
<input checked="" type="checkbox"/> <b>Example of Particular Style</b>	<input checked="" type="checkbox"/> <b>Example of Particular Type</b>
<input checked="" type="checkbox"/> <b>Example of Particular Time</b>	<input type="checkbox"/> <b>Example of Time Sequence</b>
<input type="checkbox"/> <b>Other Verifiable Quality(ies):</b> _____	

**Statement of Significance:** The north and south sections of West Pennway are so different that their historic significance needs to be distinguished. The south has no significance, either in the areas of landscape architecture, or in community planning or transportation. The north is highly significant in landscape architecture, and community planning.

The south section could have potential significance as a typical eighty foot boulevard, and gateway to Penn Valley Park. But its design is so changed that its appearance and association has been lost. This section never really had a neighborhood constituency; yet it was perceived as an important connection for the "west side and (by way of the new Twelfth Street Viaduct) the West Bottoms, with the southwestern parts of the city." To some extent, these traffic functions are still being discharged by way of the new viaduct, but not in a way that preserves its historic significance.

The north section however, retains its significance as **landscape architecture** by virtue of the size and continuity of its lofty planes, running steadily for four blocks to the south end of Kessler's West Terrace Park (now, sadly, cutup by freeways into three separate parks).

In **community planning**, the north section of West Pennway is notable for its triangular greens flanking the boulevard on either side. Although the neighborhood has been totally "recycled", the greens have been retained as part of the parkway corridor and serve important social functions for a new generation of residents.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Reports 1908, 1914.  
Index to Minutes.

Kansas City Times. August, 1913.

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## 13. FORM PREPARATION

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical research, Theis Doolittle Associates, Inc.)

**Street Address:** 30 West 22nd Street

**City/Town:** New York

**State:** New York

**Zip Code:** 10010

**Phone:** (212) 243-7478

**Fax:** (212) 243-7592

**Date:** 3/91





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B49 PERSHING ROAD

1. LANDSCAPE NAME

Historic: Plaza Road  
Common/Current: Pershing Road

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 10.62      Length (Miles): 0.66

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monumental Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
Other: _____		

Brief Description of Type: Pershing Road is classified as a boulevard by the Board of Parks and Recreation Commissions.

5. LANDSCAPE STATUS

Preservation Status: The west end of Pershing Road is being modified for the West Pennway Viaduct (see B48). The Union Station area is undergoing development.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From the intersection of Gillham Road and Twenty-fifth Street, northwest and west to Broadway with an extension to West Pennway under construction.

7. REPRESENTATION IN OTHER SURVEYS

<input checked="" type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Midtown Survey, Landmarks Commission, Kansas City, MO. Union Station is on the National Register.

## **8. CULTURAL/HISTORIC INFORMATION**

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**Original Landscape Architect/Designer/Planner Name(s):** George E. Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** J.V. Hanna, chief engineer, Kansas City Terminal Railway Company, 1919

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** Kansas City Terminal Railway Company, 1914

**Client/Community Leader Name(s):** NA

**Date(s) of Construction:** 1913, 1919, 1920-1922, acquisitions; 1914, 1920-1925, construction

**Historical/Cultural Context:** Pershing Road presently runs from Broadway east to Gillham Road and Twenty-fifth Street. In 1913 the Park Board accepted a warranty deed from the Jasper Land and Improvement Company conveying a sixty foot strip of land along what was then called Plaza Road extending from Main to Wyandotte Streets. This part was paved one year later at the expense of the Kansas City Terminal Railway Company.

In 1919 plans were prepared and a resolution was passed by the Park Board to acquire additional property in order to extend Pershing Road from Central Street to West Pennway. The original plans were prepared by George Kessler but they were amended to include plans by J.V. Hanna, chief engineer for the Kansas City Terminal Railway Company. At this time property at Twenty-fourth Street and Grand Avenue was acquired through condemnation for an addition to Pershing Road.

The remainder of Pershing Road was acquired through condemnation from 1920 to 1922. By 1923 Pershing Road was paved from McGee Trafficway to Main Street. This same year plans were prepared to pave from Broadway to a point east of Central Street. The completion of Pershing Road came in 1925 with the establishment of a grade from McGee Trafficway to Gillham Road. Pershing Road was included in the improvement plans in the park system within the City's Ten-Year Plan.

### **Chronology:**

1910-

1914: The development of Union Station.

1923: Pershing Road was graded, paved and curbs constructed from McGee Trafficway to Main Street. This was done under two separate contracts: one from McGee Trafficway to Grand Avenue and the other from Grand Avenue to Main Street.

1926: The Twenty-third Street diversion between Twenty-third Street just west of Grand Avenue and Pershing Road was closed. The old pavement was removed and the triangular lot was added to

Washington Square.

1933: Pershing Road received new grading, paving, curbs and sidewalks in front of the Post Office.

1940: Pershing Road was graded from McGee Trafficway to the intersection of Gillham Road and Twenty-fifth Street with the aid of WPA labor.

1950: Pershing Road was realigned, paved, and resurfaced from Main Street to McGee Trafficway. The two roadways of Pershing Road were widened to 40 feet each. They were divided by a 40 foot central parkway which was planted with trees and flowers.

1970-

1973: Crown Center hotel and retail shops planned and completed.

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## 9. EXISTING CONDITIONS

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Condition	<input checked="" type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input checked="" type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input checked="" type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features
			<input type="checkbox"/> Encroached Upon

**Existing Conditions:** Pershing road has undergone many changes: first in conjunction with the building of Union Station, the main Post Office, and the Liberty Memorial in Penn Valley Park, then with the more recent development of Crown Center and lately with the reconstruction at the west end and the current renewal efforts around the station.

West of Main Street, Pershing is a four-lane undivided city street with five to eight foot concrete sidewalks on the south side and open parking areas in front of and beside the station. It is currently being extended westwards as a viaduct to meet West Pennway. Opposite the station to the south, the hillside rises dramatically to the Liberty Memorial with heavy tree-plantings framing the vista. Original limestone retaining walls survive west and south of the Main Street intersection.

The middle section east of Main Street to McGee Trafficway between Crown Center on the south and Washington Square on the north is a six-lane divided cross section with two forty foot roadways and a forty foot median, planted with ranks of honey locusts and flowers in the median.

The east end from McGee Trafficway to Gillham Road ascends in a sweeping curve around the northeast edge of the Crown Center complex.

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## 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings

\_\_\_ Other Specific Attribute(s): \_\_\_\_\_

**Statement of Integrity:** Pershing Road retains its integrity of location; it has lost much of its integrity of setting, design, feeling and association, materials and workmanship.

The project boundaries of Pershing Road were established through successive acquisitions between 1913 and 1922. The right-of-way was much wider than most (over 160 feet) in order to provide for a divided cross-section with broad reservations for planting, to make a civic boulevard on a grand scale to match the important public buildings that were planned for both sides of it.

The four blocks of Pershing from Broadway to McGee Trafficway was to be Kansas City's City Beautiful precinct: numerous plans were advanced. Union Station (Jarvis Hunt, 1910-1914), Liberty Memorial (H. Van Buren, Magonigle, 1923-1926) and the Pershing Building (Keene and Simpson, 1916-1917) are products of this important period of civic beautification, and convey something of the original design intent and setting. Other buildings failed to materialize and urban renewal efforts finally led to the development of Crown Center (1970-78), and the modernization of Pershing Road from Main Street to McGee Trafficway and the renovation of Washington Park (1986, see P29). Only the eastern most portion of Pershing Road from McGee Trafficway to Gillham Road survives from an earlier time as part of the Gillham Road improvements (1940); in its flowing alignment, it recalls something of the engineering and landscape skills associated with Kessler and the boulevards.

With the future of Union Station still unclear, and the reconstruction in progress of the westernmost block of Pershing to West Pennway Viaduct, most of Pershing Road reads as a contemporary highway, using today's materials and workmanship.

The boulevard's feeling for the past and its historic association has been lost, except possibly for the area in front of the station and at the east end. The Union Station/Liberty Memorial axis was a great idea never completed. The re-planning of Pershing Road is contingent upon the re-use plans for the station; but when a consensus is reached, this could be the opportunity for fulfilling Kessler's dream, not by a literally following his design - times and needs have changed - but by preserving the broad scale and sweep, the character and spirit of the original for a new program of urban beautification.

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## 11. SIGNIFICANCE

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- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s) |  |
| <input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning              |  |
| ___ Work of Recognized Master Designer(s)/Planner(s)/Builder(s)                                     |  |
| <input checked="" type="checkbox"/> Cultural Significance   | ___ Important Landmark   |
| ___ Important Artistic Statement  | ___ Unique Regional Expression                                 |
| ___ Use of Unique Materials   | ___ Example of Fine Craftsmanship                              |
| <input checked="" type="checkbox"/> Example of Particular Style                                     | <input checked="" type="checkbox"/> Example of Particular Type |
| <input checked="" type="checkbox"/> Example of Particular Time                                      | ___ Example of Time Sequence                                   |

Other Verifiable Quality(ies): \_\_\_\_\_

**Statement of Significance:** Pershing Road has to be considered in two ways. As a whole, it has no historic significance as landscape architecture, or in the area of community planning. But, because of its relationship to two nationally reorganized monuments of the City Beautiful Movement - Union Station and the Liberty Memorial - that part is highly significant for landscape architecture and community planning.

Generally, it has lost its significance for landscape architecture because the boulevard has been so altered that nothing survives of the original designed landscape. Similarly, in community planning, it never fulfilled its historic role as an "imperial" boulevard; it is now absorbed into Crown Center which has given Pershing Road a new lease of life, but not in a way that preserves its historic significance.

But Pershing Road from Broadway to Main Street is highly significant as landscape architecture because it is part of a grand civic ensemble: Union Station and its forecourt to the north, and the monumental, inclined allee surmounted by the Liberty Memorial to the south. The connection is stillborn at this time because of the station's disuse. It will surely be revived when a program for adaptive re-use is agreed.

Similarly, in community planning, it is part of a Beaux Arts layout exemplifying the period ideas of organizing great public monuments about great civic spaces. The space between the monuments has equal importance in communicating the historic setting and historic meaning.

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## 12. INFORMATION SOURCES

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### **Bibliography:**

Board of Park Commissioners. Annual Reports 1940-41, 1951-52.  
Index to Minutes.

Kansas City Journal. December 17, 1919.

Kansas City Journal Post. March 21, 1926.

Kansas City Star. June 12, 1919.  
December 15, 1921.  
August 16, 1950.

Kansas City Times. July 25, 1922.  
December 17, 1919.  
December 13, 1921.  
August 16, 1950.

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## 13. FORM PREPARATION

---

**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)

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**State:** New York

**Zip Code:** 10010

**Phone:** (212) 243-7578

**Fax:** (212) 243-7592

**Date:** 3/91









1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B50 PROSPECT BOULEVARD

1. LANDSCAPE NAME

Historic: Salisbury Avenue  
Common/Current: Prospect Boulevard

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 3.03      Length (Miles): 0.31

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monumental Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Prospect Boulevard is classified as a boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From Lexington Avenue south to Independence Boulevard.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Garfield Neighborhood Survey, Landmarks Commission, Kansas City, MO

8. CULTURAL/HISTORIC INFORMATION

**Original Landscape Architect/Designer/Planner Name(s):** George E. Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** NA

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** Parker-Washington (grading and paving)

**Client/Community Leader Name(s):** NA

**Date(s) of Construction:** 1908, acquisition; 1908-1909, construction

**Historical/Cultural Context:** Like Maple Boulevard, Prospect Boulevard was already a developed street before the Board of Park Commissioners acquired it in 1908. Originally called Salisbury Avenue, the name was changed to Prospect Avenue by 1891. Before North Terrace Park (now Kessler Park) was completed, Prospect Avenue ran from Independence Boulevard north to St. John. Today its northern boundary is Lexington Avenue planned as a connection to Cliff Drive and North Terrace Park. Prospect Boulevard was completed in 1909 at a cost of \$18,551.08.

**Chronology:**

1905: An ordinance adopted to open and establish a boulevard along Prospect Avenue from Independence Boulevard to North Terrace Park.

1907: Owners of homes are requested to move houses on Prospect Avenue back off the line of the boulevard.

1908: A resolution to change and re-establish the grade of Prospect Avenue from Lexington Avenue to Independence Boulevard.

A contract with Parker-Washington Company to grade and pave was approved.

Condemnation proceedings completed in Circuit Court, widening Prospect Avenue from Independence Boulevard to North Terrace Park to eighty feet and placing the same under control of the Board of Park Commissioners as a boulevard.

Proceedings to determine damages to property by reason of grading.

A contract let for improvements to Prospect Boulevard including grading, curbing, catch basins paving and sidewalks.

1909: All improvements including tree planting, seeding of lawns complete. Alternate trees (hard maples) were removed from a portion of Admiral Boulevard for establishing in Prospect Boulevard.

1913: Ground was deeded to the City by property owners to enlarge the

intersection at Prospect and Independence Boulevards by increasing the radius of the curb to ninety feet at the northwest corner.

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## 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input checked="" type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features
			<input type="checkbox"/> Encroached Upon

**Existing Conditions:** Prospect Boulevard is another tree-lined residential street like Maple Boulevard with which it shares a similar history. Its slightly narrower thirty-six foot roadway is edged by ten foot grass verges planted continuously on both sides with maples, and with five to six foot sidewalks.

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## 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input checked="" type="checkbox"/> Adjacent Features
<input checked="" type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input checked="" type="checkbox"/> Vegetation	<input checked="" type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

**Statement of Integrity:** Prospect Boulevard has retained its integrity of location and setting; and much of its design, feeling and association. Materials and workmanship are not original, having been replaced periodically.

Its **property boundaries** were fixed when it was agreed to widen an existing residential street to the eighty feet right-of-way standard.

The **design** of the thirty-six foot wide roadway with twenty-two foot wide margins survives without widening, very similar to the view depicted in the 1908 Park Report. In accordance with the Kessler standard (also reproduced in the 1908 Report), there was to be a double row of trees on each side and they were, in fact, transplanted maples from Admiral Boulevard. The curb-side rows are largely intact. Today, the house-side rows are intermittent. Many original trees have attained a height of upwards of forty feet. Quite a few houses remain from the period (see Garfield Neighborhood Survey) preserving the **setting** of the original boulevard.

As with Maple Boulevard, one gets a **feeling** of the past from the period houses, rows of trees and proximity of Kessler Park at the north end of the Boulevard, which also reinforces the Kessler **association**. More recent **materials** and **workmanship** have been introduced - repaving, but no road widening to alter the historic image.

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## 11. SIGNIFICANCE

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☒ Historic Association with Prominent Person(s)/Group(s)/Event(s)  
☒ Historic Significance in Landscape Design/Planning  
☒ Work of Recognized Master Designer(s)/Planner(s)/Builder(s)  
☐ Cultural Significance ☐ Important Landmark  
☐ Important Artistic Statement ☐ Unique Regional Expression  
☐ Use of Unique Materials ☐ Example of Fine Craftsmanship  
☒ Example of Particular Style ☒ Example of Particular Type  
☒ Example of Particular Time ☐ Example of Time Sequence  
☐ Other Verifiable Quality(ies): \_\_\_\_\_

**Statement of Significance:** Prospect Boulevard is highly significant in the areas of landscape architecture and community planning.

In landscape architecture, Prospect Boulevard is one of two interesting examples of existing residential streets being converted into boulevards, the design of which is still largely intact.

In community planning, Prospect Boulevard is another good example of how a short tree-lined boulevard has serviced and stabilized a distinctive and individual neighborhood. As noted, it was created from an existing residential street upon property owners agreeing to give the land. The benefits of the community were seen as outweighing the loss of private yard space.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Reports, 1908, 1914.  
Index to Minutes.

Millstein, Cydney. The Garfield Neighborhood Survey, 1989. Copy.

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## 13. FORM PREPARATION

---

**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
 Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
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**Phone:** (212) 243-7578 **Fax:** (212) 243-7592 **Date:** 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B51 ROANOKE PARKWAY AND PLAZA

1. LANDSCAPE NAME

Historic: Roanoke Parkway and Plaza

Common/Current: Roanoke Parkway and Richard and Annette Block Cancer Survivors Park

2. LOCATION

City/Town: Kansas City  
Area (Acres): 15.01

County: Jackson  
Length (Miles): 0.97

State: Missouri

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monumental Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Roanoke Parkway and Plaza are classified as a parkway/boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From Forty-third Street at Genessee Street southeast and south to Ward Parkway.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

8. CULTURAL/HISTORIC INFORMATION



**Original Landscape Architect/Designer/Planner Name(s):** Unknown

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** NA

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** Unknown

**Client/Community Leader Name(s):** NA

**Date(s) of Construction:** 1917-, acquisitions; c. 1920-1928, construction

**Historical/Cultural Context:** Little information is available on Roanoke Parkway. What information is available is confusing and contradictory. More extensive research is needed.

It appears that Roanoke Parkway is a non-continuous roadway. One section of the roadway begins at the western edge of Roanoke Park near Thirty-sixth and Wyoming Streets. It curves around a portion of the park flowing into Karnes Boulevard then heading directly south into Wyoming Street.

The original plans for the other section of Roanoke Parkway had Roanoke Parkway beginning at Forty-third and Genessee Streets, following Forty-third Street at Terrace Street, then heading diagonally southeastward to Forty-seventh Street then south to Ward Parkway. Presently its origin is at Forty-third Street between Terrace and Mercier Streets. The remainder of the roadway is the same as the original plan.

There were plans as early as 1914 to acquire a boulevard - a line south on Genessee Street to Forty-third Street then diagonally southeastward to Brush Creek. The proceedings for this acquisition failed. It was brought up again in 1916 and condemnation began in 1917. A local newspaper article stated in 1918 that "Roanoke Parkway will begin at Thirty-sixth Street continuing south on Genessee Street to Forty-third Street."

Records indicate that Genessee Street to Ward Parkway was placed under the control of the Park Board. The confusing point is that Genessee Street is at least two blocks away from the edge of the park and it presently is a one-way street heading north with parking on both sides. It does not appear to be wide enough for a parkway.

Roanoke Plaza is on the east side of Roanoke Parkway from Forty-seventh to Forty-eighth Streets. The Richard and Annette Block Cancer Survivors Park has just recently been constructed on this Plaza.

#### **Chronology:**

1922: Genessee Street was graded to Ward Parkway. This includes the section of Roanoke Parkway from Forty-third Street southward.

1924: Forty-third Street was paved from Genessee to Terrace Streets. Roanoke Parkway was paved from Forty-third Street to Ward

Parkway. The curbs on this section were also completed.

- 1927: Sidewalks were constructed on the east side of Roanoke Parkway from the south curb line of Forty-seventh Street to the north curb line of Forty-eighth Street.
- 1928: The grade of the lawn space on the east side of Roanoke Parkway between Forty-seventh and Forty-eighth Streets was changed and re-established.
- 1931: Wyoming Street was condemned for a parkway from Thirty-eighth Street to Forty-third Street. It was placed under the control of the Park Board.

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## 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input checked="" type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input checked="" type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** The main portion of Roanoke Parkway runs diagonally from Forty-third Street (Westport Road) to Forty-seventh Street, descending gradually to the southeast. It is a four-lane undivided roadway with ten foot grass verges planted closely with elms and planes, and with four to five foot sidewalks on both sides. Because of the diagonal alignment, the lawn areas on either side vary in size.

At the north end, the part of Roanoke Parkway which is coincident with Forty-third Street for two blocks, is indistinguishable from the rest of the street. At the south end, Roanoke Plaza from Forty-seventh Street to Forty-eighth Street, is now occupied by the Block Cancer Survivors Park. The roadway itself is four-lane northbound lined with elms.

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## 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input checked="" type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

**Statement of Integrity:** Despite its unclear history, Roanoke Parkway retains much of its integrity of location, design, setting, feeling and association. Roanoke Plaza has lost its design, setting, feeling and association.

The property boundaries established through acquisition appear to be unchanged, although discontinuous. The main section (shown in the 1919 Atlas) runs for three straight blocks on Forty-third Street, then south to Ward Parkway. A separate section (not shown here) skirts the western edge of Roanoke Park (see P21). The main part from Forty-third Street

south has a 100 foot right-of-way, except between Forty-seventh and Forty-eighth Streets where it is nearly 200 feet (Roanoke Plaza).

Acquisition problems seem to have delayed the design, about which little is known. The four diagonal blocks running just over 3,000 feet have a forty foot roadway in the 100 foot right-of-way Kessler cross-section, and an alignment which, like West Pennway, left small triangular greens in the neighborhood. These, with the good number of large elms and planes which remain, make for a strong feeling of parkway. Through the same section, the residential setting has not changed significantly from the 1920s. So altogether, despite the lack of clear evidence, Roanoke Parkway has an indirect association with Kessler and the Parks and Boulevards Plan because it encapsulates his ideas, repeats some typical features and is related to an important neighborhood park (Roanoke) that has always been attributed to him.

This said, the two ends of the main section have lost much of their design and setting, and hence feeling and association: the north end looks like a regular city street; Roanoke Plaza at the south end has been redesigned as the Block Cancer Survivors Park which, whatever its merits, has altered the historic ambience.

Throughout, materials and workmanship have changed through each period of construction activity. Nevertheless, resurfacing without widening through the main diagonal section has preserved much of the original scenic intent.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

Statement of Significance: Roanoke Parkway has to be considered in two parts. By far the larger part (the diagonal section) is highly significant for landscape architecture and community planning. The two ends of the main section have no significance for landscape architecture and community planning.

In landscape architecture, the diagonal section is an excellent example of a four-block straight boulevard still lined by many of its trees and incorporating small triangular greens.

In community planning, this same section shows how a parkway can be a focus and stabilizing influence on a neighborhood and, with the greens, serve important social functions.

The two ends have lost their significance as landscape architecture or

community planning because both the original design and purpose have been changed and neither appearance or association recalls the original image and intent.

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## **12. INFORMATION SOURCES**

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### **Bibliography:**

Board of Park Commissioners. Index to Minutes.

Kansas City Times. April 12, 1918.

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## **13. FORM PREPARATION**

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Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)

Street Address: 30 West 22nd Street

City/Town: New York

State: New York

Zip Code: 10010

Phone: (212) 243-7578

Fax: (212) 243-7592

Date: 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B52 ROCKHILL ROAD

1. LANDSCAPE NAME

Historic: Rockhill Road  
Common/Current: Rockhill Road

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 36.99      Length (Miles): 3.71

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monumental Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Rockhill Road is classified as a boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From Forty-fifth Street south to Gregory Boulevard (Seventy-first Street).

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input checked="" type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Rockhill Neighborhood Survey, Landmarks Commission, Kansas City, MO

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): William Rockhill

Nelson; park staff

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** NA

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** William R. Nelson; Tuttle & Pike; J.O. West; McTernin-Halpin

**Client/Community Leader Name(s):** J.O. West; Krogsdale Construction Company

**Date(s) of Construction:** 1909, 1911, 1913, 1924, acquisitions; 1900-1901, 1911-1922, construction; 1966, alterations

**Historical/Cultural Context:** Rockhill Road was developed as a connection to Gillham Road and as a route to Swope Park via Meyer Boulevard. Stretching from Forty-fifth Street and Oak Street past the Nelson-Atkins Museum of Art and the Rockhill Tennis Club south to Gregory Boulevard, a portion of Rockhill Road was a gift to the Board of Park Commissioners in July 1911. That year William R. and Ida H. Nelson deeded land from Fifty-fifth to Fifty-ninth Streets to the Board for use as a boulevard. The area from Forty-fifth Street south to Brush Creek Boulevard, which previously had been developed by Nelson, was purchased by the Board in 1909. This section of Rockhill is to the west of Nelson's residential development, the Rockhill District.

In 1900 and 1901 Nelson had again promoted and further developed his Rockhill residential district when "he built Rockhill Road through it at his own expense and thoughtfully provided a street for the street railways to extend their lines through his development." In addition, Nelson constructed an arched limestone bridge at Brush Creek, designed by Louis S. Curtiss, which was later replaced.

The same year the Nelsons made their donation, the Board also acquired that portion of Rockhill from Brush Creek to Fifty-fifth Street. Then in 1913, the Board acquired through ordinance that portion of Rockhill from Fifty-ninth Street to Meyer Boulevard. In 1924, Rockhill was extended to Gregory Boulevard.

#### **Chronology:**

1900: The "Nelson Bridge", a double arch stone horse and buggy bridge over Brush Creek at Rockhill Road, was built. Designed by Louis Curtiss, the bridge was engineered by Tuttle and Pike. This bridge, said to be the first stone bridge in Jackson County, was included in Nelson's gift of land to the city. The bridge was fifty feet wide with two arches spanning thirty-five feet each, resting on a central pier ten feet thick.

1909: A recommendation to place Rockhill Road under control of the Board of Park Commissioners.

1911: A resolution authorizing Colonel William Rockhill Nelson to

proceed with the construction of curbing of Rockhill from Fifty-first to Fifty-fifth Streets.

William R. and Ida H. Nelson deed land from Fifty-fifth to Fifty-ninth Streets to the Board for park and boulevard purposes.

The section of Rockhill from Forty-fifth to Fifty-ninth Streets improved by property owners under private contract.

1915: A contract for grading Rockhill Road from Fifty-ninth to Meyer Boulevard awarded to J.O. West.

1919: A contract for paving awarded to McTernan-Halpin.

1921: The annulment of paving contract.

1922: Paving of Rockhill Road, Fifty-ninth Street to Meyer Boulevard complete.

1924: A resolution adopted to extend Rockhill Road to Seventy-first Street (Gregory Boulevard).

1931: A quit claim deed from J.C. Nichols Investment Company for land necessary to change alignment of Rockhill Road from Oak Street to Holmes Road.

1966: Plans approved to reconstruct two sections of Rockhill Road: between Forty-fifth Street and Volker Boulevard; Fifty-second and Sixty-third Streets. Forty-fifth Street to Volker Boulevard will be divided by a median strip with two twenty four foot roadways. The Fifty-second to Sixty-third Street sections will be an undivided forty-four foot roadway. The Rockhill Road Bridge will be widened to forty-six feet and a pedestrian bridge will parallel it. Contract to do above work awarded to Krogsdale Construction Company.

The "Nelson Bridge" was altered. The sidewalks of the bridge were paved-over, permitting four lanes of automobile traffic. A cement footbridge was constructed alongside the reconstructed bridge.

1990-: The Rockhill Bridge is again, being reconstructed.

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#### 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input checked="" type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features
			<input type="checkbox"/> Encroached Upon

Existing Conditions: Rockhill Road has been considerably modified, at



the northern end by traffic improvements from Forty-fifth Street to Volker Boulevard and by the University of Missouri at Kansas City expansion from Volker Boulevard to Fifty-second Street. The former is a four-lane divided roadway with narrow median, curving around the north and east sides of the Nelson Atkins Museum and crossing the Brush Creek Valley. The latter passes through the eastern part of the academic campus.

From Fifty-second Street south to Meyer Boulevard, the roadway is an undivided forty-four to forty-six feet wide with ±ten feet wide grass verges planted with lindens to Fifty-sixth Street, sweetgums to Sixty-third Street and lindens again to Meyer Boulevard. This section is straight and level, running due north to south. There are five to six foot sidewalks on both sides. The street trees are mostly mature, having attained a height of forty feet or upwards. The entire district south of the university is residential with the exception of the Sixty-third Street end which has been converted for commercial uses.

The southern section from Meyer to Gregory Boulevards follows an irregularly curving southwesterly alignment with large maples lining both sides and changing prospects of residential front lawns and plantings.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input checked="" type="checkbox"/> Vegetation	<input checked="" type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

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**Statement of Integrity:** Rockhill Road retains its integrity of location; in most parts, much of its design, setting, feeling and association. In a few parts, it has lost most of its design, setting, feeling and association. Materials and workmanship have been changed.

The property boundaries of Rockhill Road are those acquired in the period 1909 to 1924: 100 feet wide south to Forty-eighth Street, eighty feet wide thereafter. The design of the northern section built by Nelson (from Forty-fifth Street to Volker Boulevard, including the "Nelson Bridge" over Brush Creek) was changed when it became a divided section in 1966 and the bridge widened to forty-six feet. The rest of the design (from Volker Boulevard south) built by the park staff was modified through its midsection in 1966 (widened to forty feet from thirty-six feet, from Fifty-second to Sixty-third Streets), but the basic parkway character and scale was retained. The design of the southerly section (from Meyer to Gregory Boulevards) has not been altered.

Throughout much of the mid- and south sections, the residential setting still prevails; only at the University of Missouri at Kansas City's campus at the north end of the midsection have institutional grounds replaced lots; and around Meyer Boulevard between the two sections of boulevard, retail commercial and parking areas occupy boulevard

frontages. Where the original design and setting survives, it is still possible to have a feeling of past time and place, and to recall the association with the historic Parks and Boulevards Plan, less so through Kessler than through the redoubtable editor William Rockhill Nelson who actually built the northern section in conjunction with his home, Oak Hall, prior to the Park Board's purchase.

New materials and workmanship have changed this northern section since Nelson's time; but the rest of the boulevard, has basically adhered to the original parkway image and intent.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

**Statement of Significance:** Apart from the northern section and the Meyer Boulevard intersection, the larger part of Rockhill Road is highly significant as landscape architecture and in community planning.

In landscape architecture, about three miles out of Rockhill Road's 3 3/4 mile length survives, making it one of the longer, narrower boulevards in the system: the northerly midsection running north/south with the grid and the southerly section winding irregularly through it. Rockhill Road is linked with William Rockhill Nelson who championed the cause of parks, promoted the neighborhood in which he lived and which was named after him, co-founded the Nelson-Atkins Museum of Art and first bridged Brush Creek, paving the way for the boulevard's southern extension.

In community planning, Rockhill Road has served neighborhoods on either side through much of its length; although not designed by Kessler, it has nevertheless demonstrated Kessler's belief in the boulevard as an extended parkway having a focus and centering effect and being a stabilizing and unifying influence on local communities.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Reports, 1909.  
Index to Minutes.

Kansas City Star. April 22, 1900.  
December 15, 1911.  
December 20, 1911.  
July 26, 1966.

November 23, 1968.

Kansas City Times. March 31, 1966.

Wilson, William H. The City Beautiful Movement in Kansas City.  
Columbia: University of Missouri Press, 1964.

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**13. FORM PREPARATION**

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Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)

Street Address: 30 West 22nd Street

City/Town: New York

State: New York

Zip Code: 10010

Phone: (212) 243-7478

Fax: (212) 243-7592

Date: 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B53 ROCKHILL TERRACE

1. LANDSCAPE NAME

Historic: Rockhill Terrace  
Common/Current: Rockhill Terrace

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 2.74      Length (Miles): 0.28

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monumental Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Rockhill Terrace is classified as a street by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: NA

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From Brush Creek Boulevard north and west to West Gillham Road.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input checked="" type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Rockhill Neighborhood Survey, Landmarks Commission, Kansas City, MO

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): Rockhill Realty

and Improvement Company

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): William Rockhill Nelson

Client/Community Leader Name(s): NA

Date(s) of Construction: 1911, acquisition; 1909, construction

Historical/Cultural Context: Rockhill Terrace, like sections of Warwick Boulevard and Rockhill Road, was built at private expense on private ground. Stretching from Brush Creek Boulevard north to Forty-Fifth Street and west to West Gillham Road, Rockhill Terrace was graded and improved in 1909 by the Rockhill Realty and Improvement Company, owned by William Rockhill Nelson. This road was built by Nelson to provide access to his Rockhill residential development on acreage "mostly east and south" of his mansion, Oak Hall.

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#### 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input checked="" type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features
			<input type="checkbox"/> Encroached Upon

Existing Conditions: Rockhill Terrace is a short residential street in a right of way typically 80 feet wide overlooking the Gillham Road reservation. It runs through the northeast part of the Rockhill neighborhood.

The roadway cross section is 30 feet wide throughout with 8 feet wide grass verges and 4 feet wide sidewalks on both sides through the southern third, and on the south side only through the northern two thirds next to Gillham Road park. At two locations, sets of stairs descend to the park. Street trees are predominantly Northern Red Oak.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input checked="" type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

Statement of Integrity: Rockhill Terrace retains its integrity of location; much of its setting, feeling and association; and some of its integrity of design. Materials and workmanship have been renewed.

Its property boundaries have not changed since its construction by

Nelson's Rockhill Realty and Improvement Company (1909) and subsequent purchase. Its setting as a minor residential street, in a standard eighty feet right-of-way, crescent-shaped in the northeast section of the historic Rockhill neighborhood promoted and built by Nelson, and overlooking Gillham Road Park is still much the same as when it was built (the Rockhill neighborhood has been designated a local historic district by the Kansas City, MO Landmarks Commission). This stretch of Gillham Road Park was established by Kessler's 1910 South Gillham Plan. Consequently, the feeling of the past and the association with two great figures of the Parks and Boulevard Plan (Kessler and Nelson) are both clearly expressed.

The design has no special or unique qualities; nor does it have great trees, such as portions of Rockhill Road (see B52) or Warwick Boulevard (see B60), also built by Nelson at his expense and subsequently absorbed into the system. The view overlooking South Gillham Park is obscured by undergrowth but could easily be retrieved with selective clearing.

The introduction of newer materials and workmanship has not affected the basic layout and image of a residential enclave next to a park.

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## 11. SIGNIFICANCE

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<input type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input type="checkbox"/> Example of Particular Style	<input type="checkbox"/> Example of Particular Type
<input type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies):	

---

Statement of Significance: Rockhill Terrace has some significance in the areas of landscape architecture and community planning.

In landscape architecture, it is a representative residential boulevard linked to William Rockhill Nelson through its neighborhood and George E. Kessler through his South Gillham Plan. However, Rockhill Terrace is short and not particularly distinctive.

In community planning, it is a characteristic example of housing on a frontage road overlooking a park, a favored Kessler arrangement which also produced sound real estate values. The neighborhood, in this case, Rockhill, prospered and through its landmarked status today is preserved as a small historic enclave of which Rockhill Terrace is a part.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Index to Minutes.

Wilson, William H. The City Beautiful Movement in Kansas City.

Columbia: University of Missouri Press, 1964.

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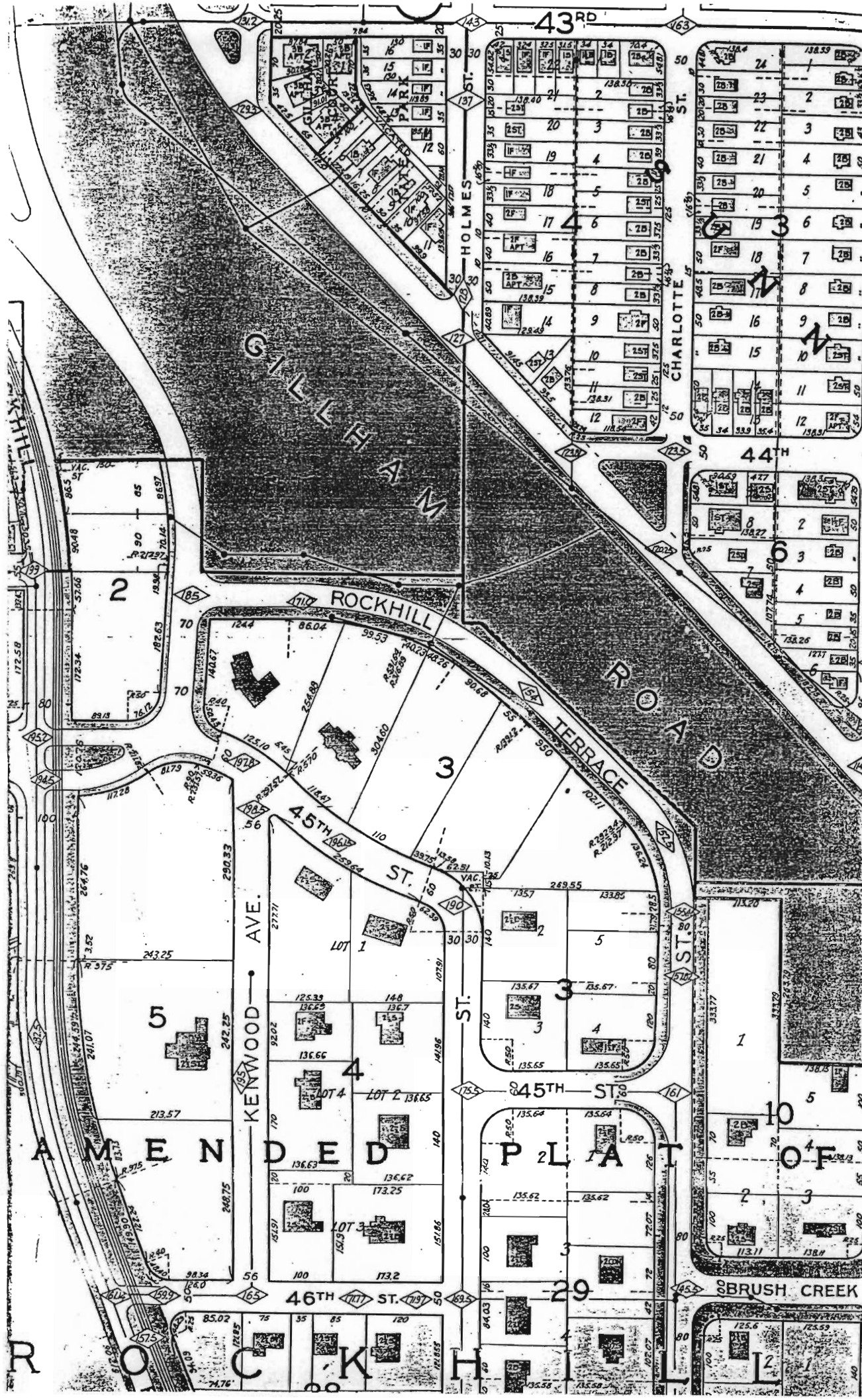
**13. FORM PREPARATION**

---

**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91



43





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B54 SIXTY-THIRD STREET PARKWAY

1. LANDSCAPE NAME

Historic: Sixty-third Street Parkway  
Common/Current: Sixty-third Street Trafficway

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 4.51      Length (Miles): 0.60

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monumental Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Sixty-third Street Parkway is classified as a boulevard/parkway by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

If privately held, acquisition status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: East from Swope Parkway to Elmwood Avenue along the northern boundary of Swope Park.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): Unknown

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): Park staff

Client/Community Leader Name(s): NA

Date(s) of Construction: 1913, acquisition; 1910-1914, construction

**Historical/Cultural Context:** Sixty-third Street Trafficway extends along the north line of Swope Park from Swope Parkway to Elmwood Avenue. It measures .60 miles. As early as 1910, plans were prepared for improving a boulevard along Sixty-third Street eastwards from Swope Parkway. In 1913, the Park Board authorized the condemnation of a 150-foot boulevard along the north line of Swope Park on Sixty-third Street from Swope Parkway to a point four hundred east of Elmwood Avenue (Yates Drive).

**Chronology:**

1914: The double roadway along Sixty-third Street on the north boundary line of the park was improved from Swope Parkway to a short distance east of Jackson Avenue with a connection in the park to the southeast of Jackson Avenue and with a roadway to the northeast curving back to the north line of Swope Park a short distance east of Elmwood Avenue (Yates Drive).

Sixty-third Street was graded from Swope Parkway to Elmwood Avenue, sidewalks were constructed and the north and south portions of Sixty-third Street were paved.

1965: Plans were adopted to rebuild Sixty-Third Street Trafficway between Walnut Avenue and Ridge Drive and Yates Drive.

1969: Preliminary plans for the reconstruction of roadway and curbs on Sixty-third Street Trafficway from Swope Park to Elmwood Avenue were presented by Don Hulbert, Assistant City Engineer. The plans were approved.

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**9. EXISTING CONDITIONS**

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Condition	<input type="checkbox"/> Excellent	Changes	<input checked="" type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input checked="" type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** Sixty-third Street Parkway is a "true" parkway (i.e. without private driveways and/or frequent intersections and with a divided roadway). From Swope Parkway it descends by easy grades to the valley.

Its broad right-of-way is 150 feet, similar to Swope Parkway, but the two roadways are only 24 feet wide and the median about 60 feet wide. The planting of mixed deciduous and coniferous trees appears recent.

Beyond Jackson Avenue at the foot of the descent is the Zoo Drive entrance to Swope Park. The historic portion of Sixty-third Street Parkway ends at Elmwood Avenue after 0.6 miles.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

**Statement of Integrity:** Sixty-third Street retains most of its integrity of location; some of its setting, design, feeling and association. Its materials and workmanship are recent.

Its **property boundaries** date from the its original acquisition along the north line of Swope Park (1913). Its extension beyond Elmwood Avenue is related to the finalization of Swope Park's northeastern boundaries (1965), which changed about 400 feet of the original taking.

Its **design provenance** is obscure; probably it was built in conjunction with the park following the precedent set by Swope Parkway. The initial section runs straight on for over 1/4 mile, aligned with East Sixty-third Street. It appears to have been meant as a divided park-drive, replicating on the north side The Mall (see F38) on the opposite, or south side of the park's main entrance. If this is the case, Sixty-third Street Parkway has lost the close ranking of trees that The Mall still retains and which is portrayed in a 1932 photograph (see Swope Parkway, B55).

The **setting** is considerably changed, but could be retrieved through replanting as part of the Swope Park Master Plan. The feeling of the past is weak. "Cobra head" light standards have replaced the missing trees and new street plantings are powerless to absorb these fixtures into the parkway scene. The association with Kessler and the park system comes only through the connection with Swope Park.

**Materials and workmanship** are all recent, when the parkway was resurfaced and extended in the 1960s.

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#### 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input type="checkbox"/> Example of Particular Style	<input type="checkbox"/> Example of Particular Type

\_\_\_\_ Example of Particular Time      \_\_\_\_ Example of Time Sequence  
\_\_\_\_ Other Verifiable Quality(ies): \_\_\_\_\_

**Statement of Significance:** Sixty-third Street Parkway has little significance in the areas of landscape architecture and community planning.

In landscape architecture, it has the potential of being a "true" parkway with restricted access, and free-flow characteristics. But it was never completed, and its design has lost its important vegetative component.

In community planning, its objectives were confused. It began as a park drive, providing secondary access to Swope Park; then it was extended along the park's north frontage. Abutting neighborhoods never received much benefit since it became a regional traffic carrier, cutting off the neighborhood from the park rather than connecting it.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Report, 1914.  
Index to Minutes.

Kansas City Star. July 22, 1913.

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## 13. FORM PREPARATION

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)

**Street Address:** 30 West 22nd Street

**City/Town:** New York

**State:** New York

**Zip Code:** 10010

**Phone:** (212) 243-7478

**Fax:** (212) 243-7592

**Date:** 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B55 SWOPE PARKWAY

1. LANDSCAPE NAME

Historic: Swope Boulevard  
Common/Current: Swope Parkway

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 63.83      Length (Miles): 3.63

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monumental Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Swope Parkway is classified as a boulevard/parkway by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: The proposed Bruce R. Watkins Roadway will cross Swope Parkway as part of a new intersection planned between Woodland and Prospect Avenues (see B36 and B37).

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Starting at The Paseo running east along the south side of Brush Creek Parkway to Benton Boulevard and Forty-ninth Street; then south to Meyer Boulevard and Sixty-seventh Street at the main entrance of Swope Park.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.



## **8. CULTURAL/HISTORIC INFORMATION**

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**Original Landscape Architect/Designer/Planner Name(s):** George E. Kessler, landscape architect, by attribution

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** NA

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** W. H. White (1906), Parker Washington Company (1907), Acme Paving and Crusher Company (1912), Spitcaufsky Brothers (1917), J. E. Welsh (1918-1921)

**Client/Community Leader Name(s):** NA

**Date(s) of Construction:** 1904, 1909, acquisition; 1905-1921, construction

**Historical/Cultural Context:** Swope Parkway, the principal route leading from The Paseo near Forty-seventh Street to the monumental entrance of Swope Park measures 3.63 miles. A portion of the roadway was County roadway and outside the City limits prior to its acquisition. Swope Parkway from The Paseo to Prospect Avenue was acquired in 1904 and from Prospect Avenue to Sixty-seventh Street in 1909, both by condemnation.

Upon the completion of the parkway, Swope Parkway became an important connecting link with the entire boulevard system and Swope Park.

### **Chronology:**

- 1903: Deeds were accepted from Willie C. Ward and others for certain land for boulevard purposes.
- 1904: A resolution was made to rename Swope Boulevard to Swope Parkway.
- 1905: A resolution was made to grade a portion of the parkway known as Swope Parkway.

An ordinance was prepared for grading Swope Parkway from Forty-seventh Street to Lydia Avenue to the eastern City limits (Prospect Avenue).

- 1906: The Park Board agreed to pay half of the cost of grading Swope Parkway from Lydia Avenue to the eastern City limits. The grading contract was awarded to W. H. White.

Plans for sidewalks along the south side of the parkway from Lydia Avenue to Prospect Avenue were approved.

The south side of the parkway was paved from the north and south line through the southwest 1/4 of Section 28, Township 49, Range 33 to the eastern City limits.

- 1907: Plans were approved for locating gas lamps on Swope Parkway from

Lydia Avenue to the eastern City limits.

Missouri Sidewalk Company was awarded the contract for sidewalks on the south side of Swope Parkway from Lydia Avenue to Prospect Avenue.

Parker-Washington Company was awarded the contract to pave a driveway along the south side of Swope Parkway from the north and south center line through the southwest 1/4 of Section 28, Township 49, Range 33 to the eastern City limits.

Sidewalks were completed on the south side of Swope Parkway from Lydia Avenue to Prospect Avenue.

- 1908: A resolution was made to locate 60 gas lamps on both sides of Swope Parkway from Lydia Avenue to the eastern City limits.

A resolution was made that the land at the southeast corner of Prospect Avenue and Swope Parkway be graded.

A resolution was made that the Park Board submit a proposition to the judge of the County Court of Jackson County to maintain Swope Park from the City limits to the entrance of Swope Park provided said court will pay actual cost of such maintenance.

- 1909: Plans were prepared for construction of a roadway on the north side of Swope Parkway from the eastern City limits (Bensington Avenue) to Brush Creek Boulevard.

Plans were prepared to grade a driveway along the north half of Swope Park from The Paseo to the eastern City limits.

A roadway 20 feet wide on the north side of Swope Parkway from The Paseo to Prospect Avenue was graded.

A resolution was made to place a certain public road known as Swope Park Boulevard or Swope Park Highway under the control and management of the Board of Park Commissioners to be known and designated as Swope Parkway.

- 1912: Plans were approved for the grading of Swope Parkway from the west line of the southeast 1/4 to a point 146 feet north of the south line of the north 1/2 of Range 33-West. Payment for this work was paid by special taxes.

The Acme Paving and Crusher Company was awarded the contract for grading the west line of southeast 1/4 of Section 27, Township 49, Range 33 to a point 146 feet north of the south line of the north 1/2 of southeast 1.4 of Section 3, Township 48, Range 33.

Plans were prepared for condemning land on both sides of Swope Parkway leaving out the triangle at Fifty-fifth Street and Cleveland Avenue.

- 1915: Plans were approved for paving from the north line of the southwest 1/4 of the southeast 1/4 of Section 27, Township 49, Range 33 west to the south line of Sixty-seventh Street.

Broleen and Erikson were awarded the contract for reconstructing the corner of Swope Parkway and The Paseo.

- 1917: Spitcaufsky Brothers were awarded the grading and paving for Swope Parkway from Forty-ninth Street to Meyer Boulevard.

- 1918: Missouri Sidewalk Construction Company was awarded the contract for concrete sidewalks on the west side of Swope Parkway from Fifty-eighth Street to Fifty-ninth Street and on the east side from Fifty-ninth Street to Fifty-ninth Terrace.

J. E. Welsh was awarded contract to construct bituminous macadam pavement and concrete pavement roadway in Swope Parkway from Meyer Boulevard to Sixty-seventh Street.

Swope Parkway was repaired from Forty-seventh Street and The Paseo to Askew Avenue and the new west side of the double drive opened from Askew to Swope Park.

- 1919: City Engineering Department prepared plans for paving Swope Parkway from Prospect Avenue to Indiana Avenue, and The Paseo to Prospect Avenue. The department also prepared plans for constructing sidewalks on Swope Parkway from Fifty-first to Fifty-fifth Streets and Fifty-third to Sixty-seventh Streets.

J. E. Welsh was awarded the contract for paving Swope Parkway from Prospect Avenue to Forty-ninth Street.

- 1921: Plans were prepared for constructing curbs on the south side of Swope Parkway from Wabash to Prospect Avenues.

J. E. Welsh was awarded contract for paving the west roadway from the north line to the south line of Meyer Boulevard.

- 1923: Curbs were constructed on the north side of Swope Parkway from Olive to Prospect Avenues and on the south side from The Paseo to Prospect Avenue.

Hoover Brothers graded the lawn space on Swope Parkway from Olive to Prospect Avenues and on the south side from The Paseo to Prospect Avenue.

- 1924: Swope Parkway was paved on the north side of Olive to Prospect Avenue.

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## 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input type="checkbox"/> Added to

## Encroached Upon

From Benton Boulevard, Swope Parkway turns south, ascending 2 1/4 miles in easy grades with a slightly curving alignment to Fifty-sixth Street, and straight thereafter to Sixty-seventh Street and the main entrance to Swope Park. Both sides have a similar mix of housing with the occasional church school and mission hall. There are many more trees in this upland section - oaks, maples, ash - some upwards of forty feet high and others less than twenty feet planted in the last five years. The median has a double row of trees, with a space down the center. From Sixty-third Street to Sixty-seventh Street, the east frontage is taken by Swope Park culminating in the monumental entrance ensemble at Meyer Boulevard (see B46).

## 10. INTEGRITY/AUTHENTICITY

           Other Specific Attribute(s) :

Although planned for, the dual parkway was not built all at once. From the early development of Swope Park c. 1900, the creation of a boulevard to connect the park to the City's "backbone", The Paseo, was advanced by Kessler and successive Park Boards, but construction took 16 years until 1921. The basic layout is attributed to Kessler although he was not directly involved in its design as other boulevards in the system, or as its principal spine, The Paseo.

The setting is not vastly changed from the turn-of-the-century, although several roadside commercial uses have located around intersections, visually compromising the parkway image, particularly through portions of the valley section (work here may have been postponed pending the outcome of the Brush Creek Parkway Plan, 1991-1992). The upland section has fared better: uneven-aged trees indicate a regular tree-planting program, resulting in a much truer approximation of the original scenic effect.

In such instances, the feeling and impression of an earlier time is clearly sensed. The association of Swope Parkway with the great benefactor of the City's "flagship" park, Thomas J. Swope, is also emphasized in those sections where the historic parkway image is most readily recalled.

Materials and workmanship have changed over time - roadways resurfaced and curbs standardized - but the original layout has not been altered.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

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Statement of Significance: Swope Parkway is highly significant in the areas of landscape architecture, community planning and transportation.

In landscape architecture, Swope Parkway is an early example of parkway design in a wide right-of-way (150 feet) that allowed for limited access, a divided cross-section and free-flow characteristics, relatively advanced for its time. The name commemorates one of the four great founders of the park system.

In community planning, Swope Parkway is the first and oldest link in the system connecting the City's outlying park to its central area neighborhoods. In offering direct access, Swope is also most important in transportation as a regional distributor and collector, joining the Brush Creek corridor and The Paseo to Meyer Boulevard and the main entrance to Swope Park.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Reports.  
    Index to Minutes.  
    Plan No. 9.159.

Kansas City Times. February 25, 1904.  
June 1, 1916.  
April 29, 1916.

Kansas City Star. April 30, 1918.

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**13. FORM PREPARATION**

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Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
Street Address: 30 West 22nd Street  
City/Town: New York State: New York Zip Code: 10010  
Phone: (212) 243-7478 Fax: (212) 243-7592 Date: 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B56 THE PASEO

1. LANDSCAPE NAME

Historic: The Paseo  
Common/Current: The Paseo

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 223.05      Length (Miles): 9.32  
                         overall                                      overall

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: The Paseo is classified as a boulevard/parkway by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From Eighteenth Street (one block south of The Parade) south to Seventy-ninth Street. (Part 1, "Historic Resources Survey of the 1893 Parks and Boulevards System" addressed The Paseo from Independence Boulevard to Eighteenth Street).

7. REPRESENTATION IN OTHER SURVEYS

<input checked="" type="checkbox"/> National Register	<input checked="" type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Eighteenth and Vine Street Historic District (Eighteenth to Nineteenth Street) Landmarks



Commission, Kansas City, MO. Designated by the American Society of Civil Engineers as a National Historic Civil Engineer Landmark.

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**8. CULTURAL/HISTORIC INFORMATION**

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**Original Landscape Architect/Designer/Planner Name(s):** George E. Kessler, landscape architect; August R. Meyer

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** NA

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** McTernan and Halpin, C.H. Clarkson, contractors

**Client/Community Leader Name(s):** NA

**Date(s) of Construction:** 1899, 1900, 1902, 1906, 1914, acquisitions; 1900-1940, construction

**Historical/Cultural Context:** The Paseo presently runs from Independence Avenue to Eighty-fifth Street. This survey is concerned with The Paseo from Eighteenth to Seventy-ninth Streets.

Named after "The Paseo de la Reforma", a boulevard in Mexico City, The Paseo is a monument to the idea that "natural beauty can go hand-in-hand with civic development." Although from its inception The Paseo was actually a parkway, it became the ultimate in boulevard layout and design.

The width of The Paseo varies from 100-565 feet. The greater portion of The Paseo was laid out as a double roadway with an interior parkway. The Paseo runs parallel to the grid-iron street pattern of the City. The intersecting streets form rectangular lots in the interior parkway. Kessler fashioned these as individual parks. As Kessler phrased it, "The Paseo is really a chain of small parks." Although they are each individual, they are "harmonious and subordinate to the whole."

The later extensions of The Paseo were rather simple and more of an axial roadway, curving around natural ridges and dipping through hollows. This was all in keeping with Kessler's naturalistic landscape philosophy.

The Paseo from Seventeenth to Thirty-first Streets was acquired in 1902. This section of The Paseo passes over a new viaduct (designed by Boyd, Brown, Stude and Cambern) at Twentieth Street. It then winds along following the contour of the land passing Troost Lake at Twenty-eighth Street and south through Troost Park to Thirty-first Street.

The Paseo from Thirty-first Street to Linwood Boulevard was acquired in 1900. Located at the intersection of Linwood Boulevard and The Paseo is a traffic signal island designed by Edward Buehler Delk in 1931. The traffic signal still functions today.

In 1899, The Paseo from Linwood Boulevard to Armour Boulevard was acquired. At one time this was a very fashionable residential area. A few examples of the residences remain today.

The Paseo from Armour Boulevard to Forty-seventh Street was acquired in 1906. This four lane trafficway at one time was lined with elegant homes and apartments. Examples remain today but are in poor condition. Electric Park, an amusement park, now demolished was located on the east side of The Paseo at Forty-sixth Street.

The next extension to The Paseo was from Forty-seventh to Seventy-ninth Streets, which was acquired in 1914. At Forty-seventh Street The Paseo becomes a double roadway with an interior parkway - the chain of small parks Kessler referred to. Over the years the interior parkways have been landscaped with elaborate flower beds, sunken gardens, trees, shrubbery, a mirror pool, monuments and sculpture, many of which are gone today. In 1936 plans were prepared by Wilbur H. Dunn, superintendent of parks and J.V. Lewis, field engineer for the Park Board for the beautification of The Paseo from Sixty-third Street to the City limits. Most of the plan was executed between 1936-40. WPA labor was used in many of the improvements.

The Paseo is the jewel of the park and boulevard system. It is the connecting link extending through the entire city from north to south.

Features of The Paseo include: the Twenty-seventh Street Viaduct, Troost Lake, Troost Park, the traffic signal island at Linwood, Kiely Park (1941) with the Fitzsimmons-Battenfeld monument at Forty-seventh Street, Dunn Park, the sunken garden and mirror pool between Gregory Boulevard and Seventy-second Street, the Seventy-seventh Street Bridge and the fountain at Seventy-ninth Street.

#### **Chronology:**

- 1906: The paving of sidewalks and curbs was completed between Seventeenth and Eighteenth Streets.
- 1907: Improvements were made including the paving of gutters and extensive grading, seeding and planting from Twentieth Street to Howard Avenue (Twenty-fourth Street). The total cost of the improvements was \$11,727.70. This covered .42 miles of the parkway.
- 1908: The Paseo was graded from Thirty-seventh to Forty-seventh Streets. The section between Armour Boulevard and Thirty-seventh Street was graded, and sidewalks and gutters constructed.
- 1909: Natural gas lights were installed eliminating the present gasoline lamps. Contracts were let for the paving and construction of curbs, gutters and sidewalks from Thirty-seventh to Fortieth Streets.
- 1910: Plans were being developed to extend The Paseo from Forty-

seventh Street to the southern City limits. The main roadway through the south end of old Troost Park from Twenty-ninth to Thirty-first Streets was graded, paved, completed and opened for travel. The Paseo from Thirty-seventh to Forty-sixth Streets was paved. Curbs and sidewalks were constructed from Thirty-seventh to Fortieth Streets which was opened for travel.

- 1914: The Paseo was completed from Troost Park at Thirty-first Street to Forty-seventh Street. Plans were completed for grading the east roadway of The Paseo through the Wirthman tract from Twenty-fourth to Twenty-seventh Streets. Plans were approved for a viaduct carrying The Paseo over the Kansas City Terminal Railway Company tracks at Twentieth Street. In addition, plans were completed for grading from Forty-seventh to Seventy-ninth Streets. Included in the plan was a bridge over Seventy-seventh Street with steps leading down from the grade.
- 1917: The Park Board approved Harrington, Howard and Ash as engineers for the Seventy-seventh Street bridge.
- 1923: The curbing on each side of The Paseo from Linwood Boulevard to Armour Boulevard was set back ten feet giving the roadway a width of sixty feet. Between Armour Boulevard and Thirty-seventh Street, the curbing was set back fifteen feet on each side.
- 1924: Work on the east roadway of The Paseo between Twenty-fourth to Twenty-seventh Streets was taking place. Contract for this work was awarded to McTernan and Halpin and C.H. Clarkson. The Paseo between Armour Boulevard and Thirty-seventh Street was completed.
- 1930: The Battle of Westport marker was placed on a small lot at Sixty-third Street and The Paseo.
- 1936: A Beautification Plan of The South Paseo, south from Sixty-third Street to the City limits, was begun.
- 1937: On November 6th, Dunn Park was dedicated.
- 1941: The Paseo was widened from Thirty-ninth to Forty-seventh Streets. In addition, the section from Twenty-seventh to Twenty-ninth Streets was widened with the help of WPA labor. The Thomas Kiely Park, a small triangular lot at Forty-sixth Street was dedicated May 25.
- 1948: West Paseo from Meyer Boulevard to Sixty-sixth Street was widened and repaved with asphaltic concrete.
- 1964: The section from Thirty-seventh to Thirty eighth Streets was resurfaced.
- 1968: The fountain at Seventy-ninth Street was dedicated on April 25.

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## 9. EXISTING CONDITIONS

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Condition	<u>    </u> Excellent	Changes	<u>    </u> Unaltered
	<u>  X  </u> Good		<u>  X  </u> Altered
	<u>  X  </u> Fair		<u>  X  </u> Added to
	<u>    </u> Deteriorated		<u>  X  </u> Loss or Removal of Features
	<u>    </u> Severely Deteriorated		<u>    </u> Boundaries or Features Encroached Upon

Existing Conditions: The Paseo continues to be the strategic backbone of the entire park and boulevard system, joining the extreme ends of the system - Kessler Park in the north to the residential districts in the south - and positioning the major cross routes - Independence Boulevard, Linwood Boulevard, Brush Creek Boulevard and Meyer Boulevard. As such, it rises and falls with the major landform divisions of the regional terrain - starting from the Missouri River Valley and skirting the east side of the City's Central Business District (described in Part 1 of the "Historic Resources Survey"), swinging around Troost Lake, crossing Brush Creek and curving around Forest Hill Cemetery in the south. The Paseo generally follows the north/south grid but frequently turns to one side or the other to seek the most favorable line in the gently rolling topography. It incorporates several small parks - between Twentieth and Twenty-fifth Streets, Troost Park and Dunn Park. The broad reservation for sixteen blocks, from Forty-seventh to Sixty-third Street is wide enough to function as a park.

Within the grand concept of a nine mile long parkway and a string of neighborhood parks, there is a considerable variation in the individual sections reflecting the long build-out, as The Paseo was periodically extended to keep pace with the growth of the city, the various annexations (and in particular the town of Westport) and expansion into Jackson County. Moving south from Eighteenth Street, there are four distinctive sections: from Eighteenth Street to Linwood Boulevard, from Linwood Boulevard to Brush Creek Boulevard, from Brush Creek Boulevard to Meyer Boulevard and from Meyer Boulevard to Seventy-ninth Street.

- o The first section from Eighteenth Street south is a four-lane undivided roadway about sixty feet wide in a highly variable right-of-way as much as 300 feet wide, with intermittent sidewalks both sides. At Twenty-ninth to Thirty-first Streets, the roadway divides through south Troost Park with a ten to fifty feet wide median, with the grade dropping from west to east and the road ascending towards Thirty-first Street.
- o From Thirty-first Street for one block to Linwood Boulevard and throughout the second section south to Brush Creek Boulevard, the roadway is four-lane, straight, relatively level, undivided, about sixty feet wide with six to ten foot grass strips and four to six foot sidewalks both sides. Through most of this section, the right-of-way is the standard 100 foot width.

- o In the third section from Brush Creek to Meyer Boulevard, the roadway assumes a divided cross-section with thirty-six foot roadways in a 200 foot right-of-way, with a ninety foot median, ten foot grass strips and five foot sidewalks on both sides. There is little cross slope and only gradual grade changes longitudinally. The alignment is mostly straight but there are pronounced shifts eastward from Brush Creek Boulevard to Fiftieth Street, and westwards between Fifty-eighth and Fifty-ninth Streets.
- o In the last section south of Meyer Boulevard, there is a complex reorganization around Dunn Park (which falls within The Paseo right-of-way, here as wide as 565 feet) before the roadway returns to a divided cross section with a 160 foot right-of-way, two thirty-six foot roadways, a fifty foot grass median, ten foot grass strips and five foot sidewalks both sides. The alignment curves gracefully to bring the last six blocks straight in-line with the grid from Seventy-third to Seventy-ninth Streets.

Throughout the approximately eight miles of this survey, there are stretches where enough of the old elms survive to give a good picture of the original scenic intent. Through much of the parkway, there has been steady replanting programs of other species. In some sections and at commercial intersections, the tree loss has been most extensive and there are "gaps" in the parkway image.

In the first section, honey locusts have been planted. South of Twenty-seventh Street, Rosehill ash, Norway maple and planes are replacing the American elms. The same mix continues through the second section. In section three, honey locusts, planes and pin oaks are replacing the elms, besides occasional pines and other species in the median. The fourth section south of Meyer Boulevard has red maple to Seventy-fifth Street and Rosehill ash thereafter. Of the numerous decorative plantings, a few survive in the form of floral and shrub beds at Thirty-first Street, Volker Boulevard, Fifty-fifth Street, Fifty-sixth Street Terrace, Sixty-second Street, Sixty-third Street, south of Gregory Boulevard in the sunken garden, and at Seventy-fifth Street.

There are several important structures associated with The Paseo: the Twentieth Street Bridge across the Kansas City Terminal Railroad tracks, now AMIRAK (rebuilt in 1988), the Twenty-seventh Street Viaduct (discussed with Troost Park) and the Seventy-seventh Street Bridge (actually, twin bridges).

In addition there are several other minor architectural embellishments, some of more than passing interest than others, listed below:

- o The traffic signal at the intersection of The Paseo and Linwood Boulevard
- o The flagpole and stone monument in the median at Forty-seventh Street
- o The Fitzsimmons-Battenfeld monument at Forty-seventh Street
- o A circular stone planter in the median at Sixty-eighth Street

- o A sunken garden with stone retaining walls between Gregory Boulevard and Seventy-second Street, and
- o A carved stone fountain at Seventy-ninth Street.

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## 10. INTEGRITY/AUTHENTICITY

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<u>X</u> Property Boundary(ies)	<u>X</u> Use	<u>  </u> Adjacent Features
<u>X</u> Design/Plan	<u>X</u> Design Intent	<u>  </u> Spatial Relationships
<u>X</u> Topography/Grading	<u>X</u> Vegetation	<u>X</u> Scenic Quality
<u>  </u> Architectural Features	<u>X</u> Circulation	<u>  </u> Site Furnishings
<u>  </u> Other Specific Attribute(s):		

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**Statement of Integrity:** The Paseo retains its integrity of location and association; and some of its design, setting and feeling. Its materials and workmanship have been periodically upgraded to current highway construction standards.

In terms of property boundaries, The Paseo's right-of-way has not changed since its original acquisitions (1899-1914). The Paseo still functions as the major north/south spine of the entire boulevard/parkway system, on which the major east/west routes - Independence, Linwood, Brush Creek and Meyer Boulevards - are positioned. It is still the primary distributor that Kessler envisaged. The several parks included in the right-of-way, or beside it, continue to serve their respective neighborhoods. Thus, The Paseo's association as an extended greenway and organizer of the entire system is still very much in evidence.

The Paseo's design has suffered somewhat with the passage of time through increased traffic, tree loss and other changes. Some of this is inevitable (e.g. trees age naturally or get diseased, neighborhoods decline). Part has to do with The Paseo's sheer size, nine miles of urban boulevard built over forty years, 1900-1940.

Yet, the overall design intent of The Paseo is essentially intact. Boundaries, topography, grading and basic circulation have not changed. Kessler's ability to marry highway to terrain is often evident, especially for the blocks south of Twenty-first Street, around Troost Lake and through Troost Park.

The most serious threat to The Paseo's design integrity is the loss of street trees and the interruptions to its continuity through commercialized intersections. The first is being countered through replanting programs; the latter is difficult but should be addressed through appropriate design guidelines that will either phase out incompatible commercial uses or demonstrate how legitimate ones can co-exist with a streetscape that is sympathetic to the original parkway image.

The design is also weakened by the loss of architectural features. But, unlike the Upper Paseo (covered in the Part 1 Survey) in which a whole sequence of architectural gardens and features were designed into the median areas, the southern continuation of The Paseo had much fewer

architectural embellishments. Some of these, such as those in the south were post-Kessler and have less historic value. However, there are two original bridges, both planned and built from 1914 to 1917 and now in fair condition that are of more than passing interest and should be restored - the Twenty-seventh Street Viaduct in the northern section (discussed under Troost Park, see P27) and the Seventy-seventh Street Bridge in the southern section (discussed later as F61).

Where the original design has been changed, The Paseo loses its distinctive park-like character: it begins to look like an ordinary city street. Thus the integrity of setting has been lost in several instances and is particularly acute where neighborhoods have declined or commuter traffic has increased. But for considerable stretches, especially in the south, the setting is still remarkably complete.

Where enough of the setting survives, it is still possible to have a feeling for the past. This is particularly strong where the built setting (in the form of well-kept neighborhoods) or the natural setting (such as the broad park-like sections) have retained their image of a boulevard in a park. In this regard, the proposed crossing of The Paseo by the new Bruce Watkins Roadway between Twenty-fourth and Twenty-fifth Streets needs to be carefully considered to insure that the historic ambience is taken into full account.

Materials and workmanship have changed since Kessler's day. The boulevards were originally constructed of macadam, the standard of the time. They have since been resurfaced on several occasions and provided with standard concrete curbs and curb cuts through most residential sections. But the overall condition is good and it is to be expected that major traffic arteries are maintained at high current standards.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input checked="" type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies):	

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**Statement of Significance:** The Paseo is exceptionally significant in the areas of landscape architecture, and community planning and transportation.

In landscape design, because of Kessler's intimate involvement, The Paseo is an important demonstration of his skill in planning and design of an extended parkway. It is the oldest and longest boulevard in the system. As noted in the Part 1 Survey for the upper Paseo and is equally true of its southern extension, "none of the (other) boulevards or parkways has dominated the entire system as The Paseo. ... (Kessler) not only designed The Paseo, he helped to build it. During most of the

construction, he made on-site inspections, supervised the workers, made design changes in the field, and located the new boulevard trees by stamping his heel in the ground at intervals."

As with the Upper Paseo, but in a different way, the southern extension combines aspects of the romantic park (i.e. the curving "natural" parkway) with the City Beautiful (i.e. the straight "architectural" avenue). The Part 1 Survey remarks on Kessler's preference for the former, which could be more easily achieved in the parks than in the boulevards because "the grid-iron street system already in place in Kansas City did not lend itself to a 'picturesque driveway system'". Kessler's technique was to work within the existing grid but make the most of every opportunity to break up the long, straight sections with alternating, winding ones. Again, Part 1 notes that Kessler felt that "the great north and south parkways have 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".

In community planning and transportation, The Paseo has a fundamental importance in structuring the entire network of parks and boulevards to service the entire city. It is inextricably linked with the founding of the parks and boulevard system. It is the fullest expression of the vision of its designer George Kessler and the Park Board's first president August Meyer, from the initial plan of 1893 through its construction during Kessler's life for the next thirty years until his death in 1923, and thereafter to the ultimate fulfillment of his plan by others in 1940.

The Paseo is a prime example of the system's intent to evenly distribute traffic throughout the city and equalize access to openspace for every resident, irrespective of race, class or income. Transportation affording freedom of travel was seen as the means for achieving the larger socio-economic goals of stabilizing property values, creating durable neighborhoods and, in doing so, unifying the city.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Reports, 1893, 1907, 1908, 1914.  
Index to Minutes.

Gabelman, Fred. Souvenir: The Parks and Boulevard System of Kansas City, Missouri. Kansas City: Board of Park Commissioners, 1920.

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September 23, 1915.  
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April 14, 1919.  
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January 30, 1924.



October 30, 1924.  
August 17, 1926.

Kansas City Times. August 27, 1915.  
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July 6, 1927.  
May 11, 1946.  
April 25, 1973.

Kansas City Journal Post. September 7, 1923.

Wilson, William. The City Beautiful Movement in Kansas City. Columbia,  
MO: University of Missouri Press, 1964.

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### 13. FORM PREPARATION

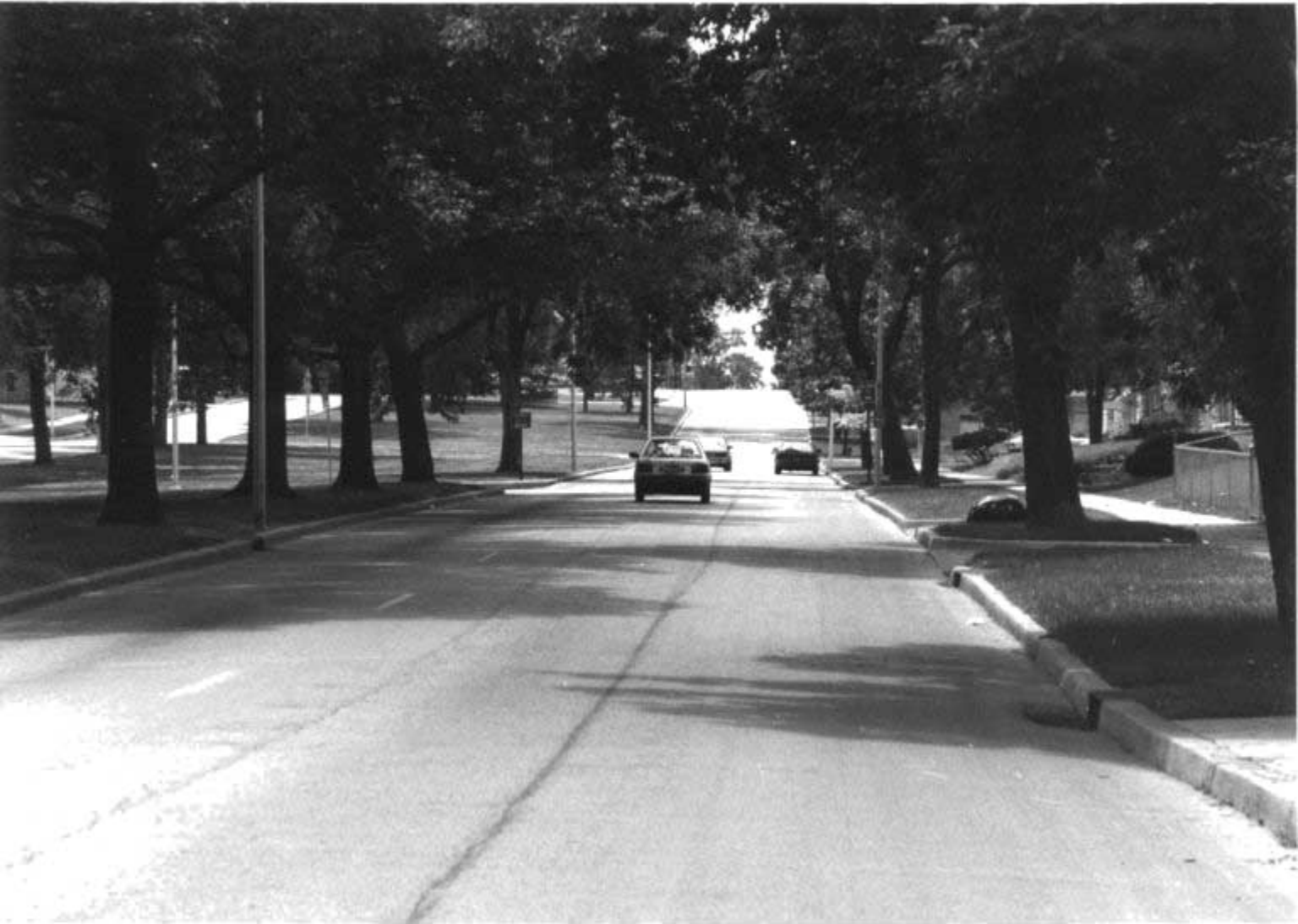
---

Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
Street Address: 30 West 22nd Street  
City/Town: New York      State: New York      Zip Code: 10010  
Phone: (212) 243-7478      Fax: (212) 243-7592      Date: 3/91









1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F58 TRAFFIC SIGNAL, LINWOOD BOULEVARD AND THE PASEO

**Historical/Cultural Context:** The traffic signal standard, located in the intersection of Linwood Boulevard and The Paseo was designed by Edward Buehler Delk in 1931. J.F. Gier was the contractor for the light standard and pedestrian islands, which cost \$2,485.00. This ornamental traffic light standard replaced an old wooden traffic circle often referred to as the "pig pen." The traffic signal is still functioning today.

**Description:** The traffic signal standard is made of Carthage cut stone and the signal lights are in a chromium plated lantern. The standard is on a round three foot honed concrete base, eleven feet in diameter. The height of the signal light including the base is approximately seventeen feet high. The original design included four bullet shape concrete pedestrian islands measuring six feet wide by nine feet long by six inches high. These pedestrian islands have been removed. (date unknown).

**Integrity:** The traffic signal retains its integrity of design, location, materials, setting and workmanship. It is in good condition.

**Significance:** The traffic signal is significant as the only functioning traffic signal island of its kind in Kansas City.

**Bibliography:**

Historic Kansas City News. February/March, 1979.

Kansas City Star. January 26, 1931.

Kansas City Times. September 12, 1930.  
February 16, 1931.  
March 30, 1931

Midwest Contractor. February 4, 1931, p 4.







1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F59 THE BATTLE OF WESTPORT GRAND ARMY OF THE REPUBLIC MARKER, SIXTY-THIRD  
STREET AND THE PASEO

**Historical/Cultural Context:** The Battle of Westport Grand Army of the Republic marker is located on a triangular plot of ground at Sixty-third Street and the Paseo. This marker was designed by A.J. Dehner, President of Quality Monument Company, Kansas City. The total cost for the marker was \$350, \$100 of which was donated by Mr. Dehner.

The Ladies of the Grand Army of the Republic initiated the plans for this memorial after an appeal by William S. Shepherd, the last known surviving Union veteran of the Battle of Westport. The site was selected by Mr. Shepherd as having been the location where the heaviest fighting of the battle occurred.

The Battle of Westport took place in the Kansas City area from October 21-23, 1864. Historians consider this to be the largest Civil War battle west of the Mississippi. The marker was dedicated on October 23, 1937.

**Description:** The Battle of Westport Grand Army of the Republic marker consists of a piece of rough light grey Georgia granite measuring approximately 6'h x 3'w x 2'l. There are two polished smooth areas on the granite which contain inscriptions. The upper area reads: "In memoriam, Grand Army of the Republic, in commemoration of the Battle of Westport." The lower inscription reads: "Erected on site of the Battle of Westport on 73rd Anniversary - Oct. 23, 1937 By Ladies of G.A.R."

**Integrity:** The marker retains its integrity of design, setting, location, workmanship and material. It is in good condition.

**Significance:** The Battle of Westport Grand Army of the Republic Marker is not significant. The marker does not possess a uniqueness of design or workmanship. Furthermore, "a marker erected to memorialize an event in the community's history would not qualify simply for its association with the event it memorialized." (National Register Bulletin 15).

**Bibliography:**

Board of Commissioners. Index to Minutes.

Kelsey, Lillie. Historic and Dedicatory Monuments of Kansas City: Board of Parks and Recreation, 1987.



IN MEMORY OF  
THE GRAND ARMY OF THE REPUBLIC  
IN COMMEMORATION OF  
THE BATTLE OF WESTPORT

ERECTED BY STATE IN  
THE BATTLE OF WESTPORT  
OCTOBER 30, 1863  
BY ACT OF THE LEGISLATURE

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F60 **SUNKEN GARDEN, THE PASEO BETWEEN GREGORY BOULEVARD AND SEVENTY-SECOND STREET**

**Historical/Cultural Context:** Henry Wright prepared the original design of this sunken garden. It was constructed during the 1936 South Paseo beautification plan when the rest of the central parkway of The Paseo from Forty-seventh Street to the City limits was also being improved.

**Description:** The sunken garden, rectangular in shape, is surrounded by a coursed stone retaining wall. A set of steps is located at the north and south end, while two sets of steps are located on the east and west sides. It is very probable that the area that is now occupied by the flower bed was a pool with a pedestal fountain, which served as the focal point of the sunken garden.

**Integrity:** The issue of integrity cannot be addressed without further information on the sunken garden.

**Bibliography:**

Board of Commissioners. Plan No. 11.276.



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F61 SEVENTY-SEVENTH STREET BRIDGE, THE PASEO

**Historic/Cultural Context:** The Seventy-seventh Street Bridge is a twin unit, carrying The Paseo over Seventy-seventh street. It was designed by the engineers, Harrington, Howard and Ash and was constructed by H.H. Hannenkratt and D. Munro in 1915-1917. The cost of construction was \$65,000. The original design was to carry two roadways and two tracks of the Marlborough Streetcar Line.

**Description:** The Seventy-seventh Street Bridge is actually composed of two separate units identical in design. The units are connected by a concrete stairway located near the north end. The stairway begins at the north side of Seventy-seventh Street and leads up approximately twenty-five feet to the central parkway of The Paseo.

The bridge measures one-hundred and eighty-four feet by one-hundred and seventy-one feet and is made of reinforced concrete. The units have a single span measuring sixty feet. The structure is given a neo-classical design with rusticated abutments and an ornate balustrade running along the top of the bridge.

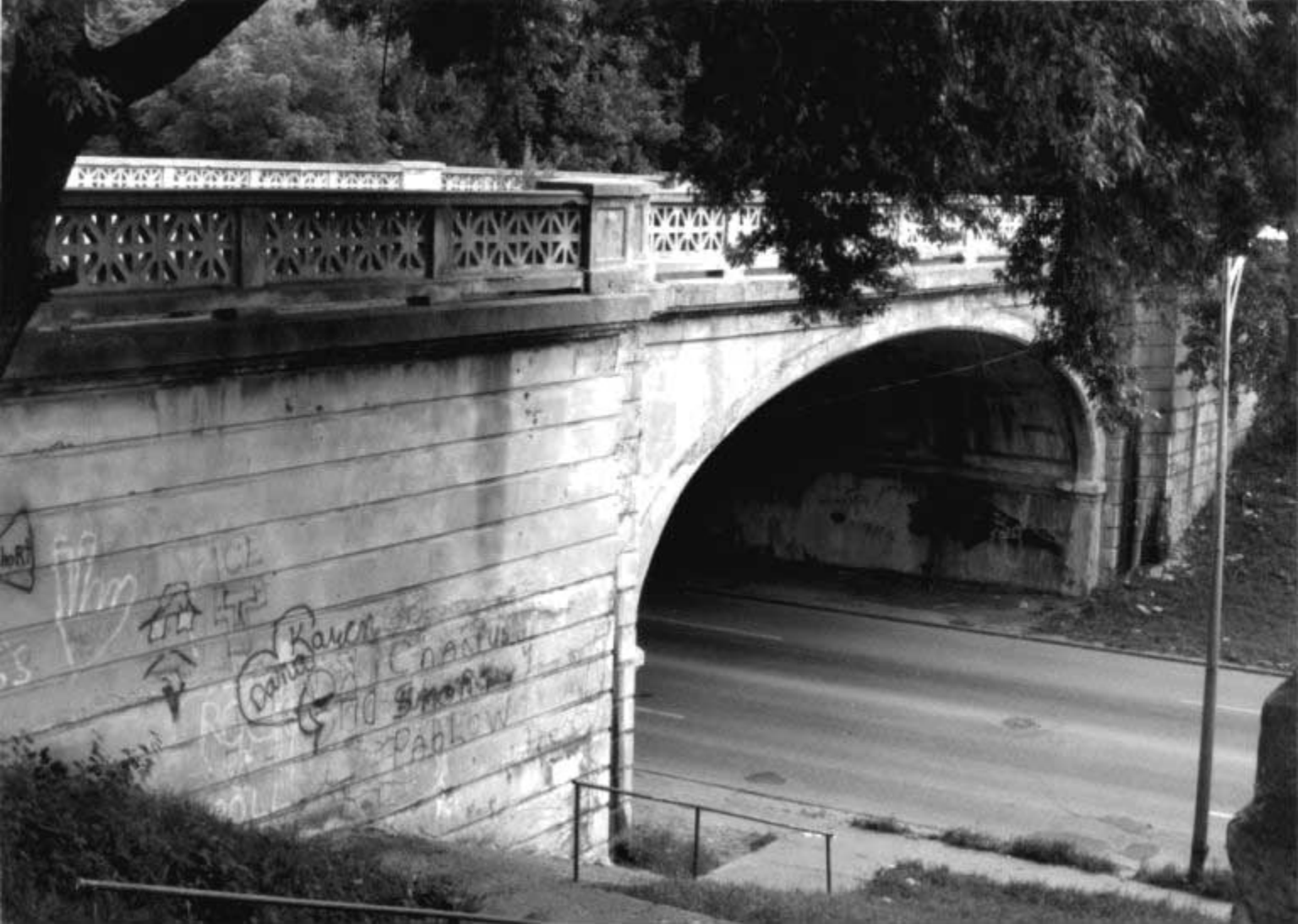
**Integrity:** The bridge has retained its integrity of design, location, setting, materials and workmanship. It is, however, in deteriorated condition.

**Significance:** The Seventy-seventh Street Bridge is significant as being an integral part of the original plan and development of the southern extension of The Paseo from Forty-seventh Street to the city limits. In addition, designed by Harrington, Howard and Ash, engineers, the Seventy-seventh Street Bridge is possibly significant as an expression of a particular phase in the development of the firm's career as bridge designers. However in order to determine the bridge's significance, more research into the firm of Harrington, Howard and Ash must be conducted.

**Bibliography:**

Board of Park Commissioners. Annual Reports, 1914.  
Plan No. 11.118

Kansas City Times. October 28, 1915.



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B57 VALENTINE ROAD

1. LANDSCAPE NAME

Historic: Valentine Road  
Common/Current: Valentine Road

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 8.51      Length (Miles): 0.91

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monumental Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Valentine Road is classified as a boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From the intersection of Thirty-eighth and Genessee Streets east and northeast to Broadway.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input checked="" type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: North Volker Survey, Roanoke Historic District, Landmarks Commission, Kansas City, MO

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): George E. Kessler, landscape architect

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): Unknown

Client/Community Leader Name(s): NA

Date(s) of Construction: 1906, 1907, acquisitions; 1906-1908, construction

Historical/Cultural Context: Valentine Road runs from Broadway west to Genessee Street. Originally the road began at Pennsylvania Avenue and ran to the intersection of Mercier Street and Roanoke Road. Skirting the eastern and southern edge of Roanoke Park, Valentine Road measures approximately 0.91 miles. The Park Board acquired this road in two sections.

In 1906 Valentine Road was acquired from Broadway to Wyoming Street. The following year a one block stretch from Wyoming to Genessee Streets was acquired. A 1907 newspaper referred to Valentine Road as "the handsomest street in Kansas City." It was further described as eighty feet wide. Beginning at Thirty-sixth Street and Pennsylvania it wound through the northern boundary of the Roanoke neighborhood from east to west and along the bluff of the west side of the park, creating a cliff drive with a beautiful view. At Thirty-eighth Street it intersected with a road leading to the Country Club."

Valentine Road was named after P.A. Valentine, who had large real estate holdings in Kansas City. An original stone retaining wall and cylindrical stone markers are located at Valentine Road and Roanoke Road, and at Valentine Road and Roanoke Street. The retaining wall was constructed in 1906 by Turner Brothers. The cylindrical stone markers were built in the 1970s, yet may be copies of the earlier original design.

Upon its completion, Valentine Road provided an east-west link between Roanoke Park and Broadway.

#### Chronology:

1908: Valentine Road from Roanoke Road to Genessee Street was completed and included grading, paving, and sidewalk and curb construction. In addition a stone retaining wall was constructed.

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#### 9. EXISTING CONDITIONS

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Condition	<input checked="" type="checkbox"/> Excellent	Changes	<input checked="" type="checkbox"/> Unaltered
	<input type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input type="checkbox"/> Added to



<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Loss or Removal of Features
<input type="checkbox"/> Severely Deteriorated	<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** Valentine Road is an irregular curvilinear residential street which, in its western section, follows around the south side of Roanoke Park at the head of steeply wooded hillsides. The roadway is relatively narrow, about thirty-six feet wide in a limited right-of-way as little as forty feet, with limestone retaining walls on the downward side, and a sloping grass verge and four foot sidewalk on the upward side. The winding alignment and picturesque homes overlooking the park create a bucolic setting. The neighborhood is also the location of the Benton State Historic Site. The dominant street trees are elms.

The eastern section of Valentine Road from Southwest Trafficway to Broadway has a somewhat broader cross-section, about a thirty-six feet roadway in an eighty foot right-of-way with ten foot grass verges planted with sweetgums.

The whole neighborhood is distinguished by street markers, the original ones setting the standard for more recent ones. These consist of about six foot diameter limestone "drums" about five to eight feet high surmounted by an open ornamented ironwork finial of about the same height, standing either independently or attached to stone walls.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input checked="" type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input checked="" type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

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**Statement of Integrity:** Valentine Road retains its integrity of location and setting; much of its design, feeling and association; and some of its materials and workmanship.

Its **property boundaries** are those established at the original acquisitions (1906, 1907). In **design**, it followed the Kessler standard for a narrow residential boulevard of an eighty feet right-of-way with a thirty-six feet wide roadway; but sections have much less, and around the south rim of Roanoke Park, the right-of-way varies between only forty to seventy feet. Although parts are straight, the majority is sharply curvilinear. Of the surviving trees, some elms and sweetgums have attained specimen size, upwards of forty feet high.

The combination of alignment, trees and scenic variety - from a winding residential street to "a cliff drive with a beautiful view" - gives Valentine Road a remarkable integration with its neighborhood and a highly distinctive character. Many houses of the period remain (including the home of Thomas Hart Benton) and newer houses in a variety of eclectic styles (from Prairie, Mission, Art Deco, Traditional and Modern) are all respectful of their sites, producing a fusion of **setting**

and buildings that has something of a timeless quality.

Materials and workmanship have gone through several cycles of replacement, e.g. resurfacing and curbing. But the original rough stone retaining walls and cylindrical stone markers have survived, in part, and the old markers have been modified with ornamental iron tops, and newer ones have been modelled on the originals, perpetuating something of the tough local vernacular adopted for Roanoke Park and vicinity.

Like the park, Valentine Road has been able to preserve its special neighborhood ambience. The feeling of timelessness applies to this favored community as much as any neighborhood in the system. The association with the early years of the 20th century, Kessler and Roanoke Park are strong links with the beginning of the Parks and Boulevards system in Kansas City. And the naming after P.A. Valentine, a real estate developer, demonstrates the extent to which the private sector had embraced the Kessler message that investment in parks and boulevards created solid and enduring property values.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

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**Statement of Significance:** Valentine Road is, therefore, exceptionally significant in the areas of landscape architecture and community planning.

In landscape architecture, Valentine Road is an outstanding example of a small residential boulevard, combining classical elements in its entrance "drums" and straight avenues with romantic ones in its winding and irregularly planted sections. The walls and markers are distinctive furnishings; and the variety of scenic composition within a few short blocks makes for a very strong sense of place.

In community planning, Valentine Road is a prime illustration of a boulevard anchoring a neighborhood and extending the influence of its neighborhood park through local greenways into the fabric of the community.

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## 12. INFORMATION SOURCES

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### Bibliography:

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Board of Park Commissioners. Annual Report, 1908.  
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Gabelman, Fred. Souvenir: The Park and Boulevard System. Kansas City:  
Board of Park Commissioners, 1920.

Kansas City Star. June 30, 1907.

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**13. FORM PREPARATION**

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Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
Street Address: 30 West 22nd Street  
City/Town: New York      State: New York      Zip Code: 10010  
Phone: (212) 243-7478      Fax: (212) 243-7592      Date: 3/91





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F62 TWO-TIERED FOUNTAIN, 79TH AND THE PASEO

**Historical/Cultural Context:** The fountain, located in the central parkway at Seventy-ninth Street and The Paseo, was moved from a traffic island at Forty-seventh Street and J.C. Nichols Parkway. This was the first fountain in the Country Club Plaza and was given to the City in 1923 by J.C. Nichols. He purchased the fountain in Venice in 1922.

In 1968 the Park Department moved the fountain to its present location. Unfortunately, the summit figure of the boy and the fish plus the upper pedestal featuring the animal heads are missing. The fountain was dedicated at its present location on April 25, 1968.

**Description:** The fountain consists of a two-tiered basin supported on a pedestal. Water spouts from the top basin. The entire fountain is placed in the center of a circular cut stone retaining basin. The upper pedestal is not original and is plain in design.

**Integrity:** The fountain has lost its integrity of design, setting and location. The fountain has been removed from its original location and a section of the original design is gone.

**Significance:** The fountain is not significant due to the above.

**Bibliography:**

Board of Parks Commissioners. Index to Minutes.

Piland, Sherry and Ellen Ugucioni. Fountains of Kansas City: A History and Love Affair. Kansas City: City of Fountains Foundation, 1985.



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B58 VAN BRUNT BOULEVARD

1. LANDSCAPE NAME

Historic: Abington Boulevard  
Common/Current: Van Brunt Boulevard

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): ±115.00      Length (Miles): ±3.25

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monumental Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Van Brunt Boulevard is classified as a boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From Kessler Park at Gladstone Boulevard south to Thirty-first Street.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): George E. Kessler, landscape architect



**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** Kansas City Terminal Railway Company

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** H.H. Havenkratt; John Trehey; W.C. Mullins

**Client/Community Leader Name(s):** Improvement Association

**Date(s) of Construction:** 1912-1914, acquisition; 1912-1923, 1927, construction

**Historical/Cultural Context:** Named in honor of Adriance Van Brunt, a noted architect and member of the first official Board of Park Commissioners, Van Brunt Boulevard was constructed in the East Park District as a main thoroughfare and connector to Gladstone and Linwood Boulevards. The portion of Van Brunt Boulevard (originally Abington Boulevard) covered in this survey/report stretches about 3 1/4 miles from Kessler Park at Gladstone Boulevard south to Linwood Boulevard at Thirty-first and Hardesty Streets. This section of the boulevard was acquired by the Board in 1912 to 1914 by gift and by condemnation at a cost of \$390,581.49.

By 1914, Van Brunt Boulevard from North Terrace Park to Independence Avenue was complete with the exception of Ninth to Twelfth Streets. At the close of the year the Board gained title for land acquisition for Van Brunt Boulevard from Independence Boulevard to Thirty-first Street and Hardesty Streets and a survey of that portion was conducted. During that period, the adoption of that stretch of Van Brunt Boulevard was delayed because the Board was "awaiting the completion of plans for the subway carrying the Kansas City Terminal Railway tracks over the boulevard near Twelfth Street."

Finally by 1923, Van Brunt Boulevard was open to traffic from North Terrace Park to Thirty-first Street except for that portion to be constructed by the Kansas City Terminal Railway at Ninth to Twelfth Streets. This viaduct was finally approved in 1927 with construction completed in 1928. The remaining portion of Van Brunt Boulevard from Thirty-first Street to Elmwood Avenue was not under construction until 1951.

#### **Chronology:**

1911: A resolution adopted selecting and designating certain land in the East Park District for parking and boulevard features.

A resolution accepting warranty deed from Angia M. Miller conveying land to Kansas City, Missouri for park purposes.

1912-

1913: A resolution adopted to place Abington Boulevard from St. John to Independence Avenue "under control" of the Board.

A resolution adopted to grade Abington Boulevard.

A letter from George E. Kessler relative to naming the east Boulevard "Van Brunt Boulevard".

A resolution to give the name of "Van Brunt Boulevard" to the boulevard from St. John to Independence Avenue.

1914: Grading Van Brunt Boulevard from Gladstone Boulevard to Independence Avenue completed.

1915: Kansas City Terminal Railway Company to present plans for Van Brunt Subway.

1916: A resolution adopted to grade from the west line along Twelfth Street to the north line along Linwood Boulevard.

Above deferred.

1919: Grading from Thirteenth Street to Linwood awarded to H.H. Havenkratt.

A contract awarded to John Trehey for grading of Van Brunt Boulevard from Independence Avenue to Ninth Street.

Terminal Railway plans discussed.

1920: Paving from Twelfth to Fifteenth Streets completed.

1922: A resolution adopted to pave Van Brunt Boulevard from Independence Avenue to Ninth Street.

A contract awarded to W.C. Mullins to pave from Fifteenth Street to Linwood Boulevard.

Paving completed on Van Brunt Boulevard from Independence Boulevard to Ninth Street and from Twelfth to Fifteenth Streets. From Fifteenth to Thirty-first Streets, pavement is being completed.

1923: With the exception of three blocks between Ninth and Twelfth Streets, Van Brunt Boulevard is complete and paved from North Terrace Park to Thirty-first Street. Beginning at Kessler Park, Van Brunt is paved with a fifty foot roadway. From Twenty-sixth to Thirty-first Streets, a double roadway each thirty five feet in width.

1926: The Improvement Association orders Kansas City Terminal Railway Company to prepare plans for Van Brunt Subway.

1927: Detailed plans, K.C. Terminal Railway Company approved by Board on May 12th.

1928: The Van Brunt Subway officially opened for traffic.

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## 9. EXISTING CONDITIONS

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Condition	<u>    </u> Excellent	Changes	<u>    </u> Unaltered
	<u>  X  </u> Good		<u>  X  </u> Altered
	<u>    </u> Fair		<u>  X  </u> Added to
	<u>    </u> Deteriorated		<u>    </u> Loss or Removal of Features
	<u>    </u> Severely Deteriorated		<u>    </u> Boundaries or Features
			<u>    </u> Encroached Upon

**Existing Conditions:** The historic section of Van Brunt Boulevard covers over three miles and is a major connector/distributor through the eastern districts of the City. From north to south it can be considered in four parts: from Gladstone Boulevard to Independence Avenue; from Independence Avenue to Truman Road, in which it is crossed by the Kansas City Terminal Railroad (now AMTRAK) Bridge (known as the Van Brunt Subway) around Twelfth Street and jogs around the north and east sides of Elmwood Cemetery; from Truman Road to Twenty-sixth Street; and from Twenty-sixth Street to Thirty-first Street, in which the Interstate 70 interchange makes an elevated crossing towards its south end.

The first part of Van Brunt Boulevard is a fifty foot four-lane roadway with ten foot grass verges planted with maples and five to six foot sidewalks. This part is the north/south "spine" of the northeast neighborhoods. Halfway on the east side is Budd Park Esplanade with its formalized landscape and decorative fountain, leading to Budd Park.

The second part starts at Independence Avenue: for one block it is divided around a central planted area to accommodate a shift in alignment eastwards. It continues south as a fifty foot four-lane roadway with verges and sidewalks as before, except planes line both sides, to the railroad bridge and north side of Elmwood Cemetery at Twelfth Street, where it jogs east and then south. The cemetery has concrete boundary walls of varying height. The opposite and residential side of the boulevard is planted with pin oaks.

South of Truman Road, the third part of Van Brunt Boulevard curves and ascends southeastwards around St. Pauls School and through Van Brunt Park. There are several alignment shifts in this section, along with the grade changes. The fifty foot roadway cross-section is maintained through the park and the avenue of splendid Siberian elms is intermixed with less formal tree groups. South of the park, a few impressive remnants of the double row of elms survive; they are being replaced by Rosehill ash.

At Twenty-sixth Street, the fourth and last part of the boulevard commences, as a divided cross-section with two thirty-five feet wide roadways and a twenty foot grass median, lined with Siberian and American elms. In this section, the boulevard rises and falls with the terrain giving striking long views. A contemporary sculpture, called "Reaching" has been installed at Twenty-sixth Street. Between Twenty-ninth and Thirtieth Streets, the Interstate 70 interchange downgrades

the boulevard image to a routine freeway. The last block to Thirty-first Street has another contemporary sculpture but no distinctive street trees, becoming more freeway-like in character.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input checked="" type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input checked="" type="checkbox"/> Vegetation	<input checked="" type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

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**Statement of Integrity:** Van Brunt Boulevard retains its integrity of location; much of its setting, design, feeling and association; its materials and workmanship are recent.

Van Brunt Boulevard's **property boundaries** have not changed since the original acquisition years (1912-1914).

Its right-of-way ranges between ninety and 110 feet from Gladstone Boulevard to Twenty-sixth Street; from Twenty-sixth Street southwards, the right-of-way is 160 feet with a divided cross-section. The boulevard still services the northeast and eastern neighborhoods of the City and the residential setting is maintained through much of its length of over three miles.

The **design** followed the 100 foot boulevard standard south to the dual roadway section from Twenty-sixth Street. The fifty feet wide single roadway and the two thirty-six feet wide dual roadways have not been widened. The grass verges are the original ample width and quite a number of large trees seem to survive from the earliest years. There are sections of specimen elms; elsewhere planes and pin oaks. It is the curb side rows of trees which carry the parkway image.

There are sections through much of Van Brunt Boulevard which have a **feeling** for the scenic quality that Kessler was striving for, as fine as any boulevard in the system. There are interruptions, such as the railroad underpass between Ninth and Twelfth Streets that took years to negotiate and, now in poor condition, detract from the boulevard's scenic intent. The jog around Elmwood Cemetery breaks continuity; and the view which could have softened the transition is excluded by a wall. Further south, the I-70 crossing has converted two blocks of the boulevard into a standard freeway interchange.

Nevertheless, these "breaks" have not impacted the majority of the boulevard which continues to show its **association** with Kessler and the early Park Boards, and is named after a distinguished architect and member of the first board, Adriance Van Brunt.

**Materials and workmanship** have been changed: the original macadam has long since been superceded. But the form and "look" of the boulevard has been maintained - except for the passages noted. Even there, conditions could be improved - the subway repaired in a historically sensitive way, the cemetery section reconsidered, and the interchange

area replanted.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

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**Statement of Significance:** Van Brunt Boulevard is exceptionally significant in the areas of landscape architecture and community planning and transportation.

In **landscape architecture**, Van Brunt Boulevard is an outstanding example of an extended 100 foot boulevard, over 3 miles long (5 1/2 miles including its later extension to the south), retaining much of its original design over several stretches in excess of a mile in length.

In **community planning**, it played an important role in the development of the City's Eastern District. It provides the starting point for Budd Park, a community park of exceptional significance in its own right. It incorporates Van Brunt Park into its right-of-way.

In **transportation**, Van Brunt Boulevard is one of the five major north/south boulevards which historically distributed traffic between Gladstone and Linwood Boulevards. With its southerly extension, it continues its historic function, completing the connection between Kessler (North Terrace Park) and the Brush Creek Valley.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Reports, 1914, 1940-41.  
Index to Minutes.

Kansas City Star. January 22, 1914.  
October 29, 1922.  
April 2, 1923.  
November 21, 1947.  
November 21, 1950.  
November 22, 1950.  
November 21, 1952.

Kansas City Times. September 4, 1951.  
January 2, 1954.  
August 30, 1957.

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## 13. FORM PREPARATION

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)

**Street Address:** 30 West 22nd Street

**City/Town:** New York

**State:** New York

**Zip Code:** 10010

**Phone:** (212) 243-7478

**Fax:** (212) 243-7592

**Date:** 3/91







1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F63 VAN BRUNT SUBWAY, VAN BRUNT BOULEVARD, NINTH THROUGH TWELFTH STREETS

**Historical/Cultural Context:** After numerous efforts over a fifteen-year period failed, the City finally reached an agreement with the Kansas City Terminal Company to build the Van Brunt Subway (or underpass) on March 9, 1926. The first official move to obtain the subway did not occur until January 38, 1926 when city officials met the Park Board and administration from the Terminal Railway. At that meeting, the board adopted a resolution "requesting the Terminal Company engineers to submit plans for the proposed subway which is to run from the north side of Elmwood Cemetery and after clearing the Terminal tracks will go due north, skirting the west side of the Kansas City railway's yards, known as the Ninth and Brighton plant."

The delay of the construction of the Van Brunt Subway created a traffic hazard for pedestrian traffic for the students at Northeast High School as there was no safe way to cross the tracks. Over 175 trains passed over the tracks daily.

The Park Board finally reached an agreement with the Board of Directors of the Kansas City Terminal Company on March 9, 1926 to build the subway. Under its agreement, the Terminal Company was obligated to pay the expense of building the structure and to pave the unfinished section of Van Brunt Boulevard. In 1926, it was estimated the subway would cost approximately \$400,000. A portion of that cost was to come from the Terminal Company's Turkey Creek refund bonds which at that time, were held until efforts to build the subway began.

Tentative plans for the Van Brunt Subway were completed on March 11, 1926. Two plans were actually considered. One plan called for incorporating the side streets into the system while the other plan incorporated the existing roadway into the boulevard at Ninth Street. The later plan was implemented.

Actual construction of the subway began in the fall of 1927. It officially opened for traffic on July 28, 1928, thus completing the connection of Van Brunt to Gladstone Boulevard east of Cliff Drive to Linwood Boulevard. The subway structure was completed in December, 1927, but the roadway was not paved until July, 1928.

**Description:** The Van Brunt Subway was designed by Hans Von Unwerth, consulting engineer for the Kansas City Terminal Company. The original plans for the subway are dated February 16, 1927, with revised plans dated April 27, June 3, and July 21 of that same year. Hanna Watson, chief engineer of the Terminal Railway, approved the drawings. The subway is constructed of reinforced steel concrete slab with reinforced steel columns. The concrete slabs are twenty-four inches thick and are monolithic. In designing the structure, the surface of Van Brunt Boulevard was lowered in order for vehicular traffic to clear the subway. Measuring 118 feet wide, the subway carries four main tracks and four passing tracks. At the west side of the subway, a wall runs from Twelfth Street north to Ninth Street, with

steps located at approximately Eleventh Street. The steps reach to the upper level of Van Brunt Boulevard at the intersection of Cloon Avenue and Eleventh Street. On the east side of Van Brunt Boulevard, the wall of the subway begins at Tenth Street and stretches north. Pedestrian walkways flank either side of the structure.

**Integrity:** The Van Brunt Subway retains its integrity in location, design, setting, materials, workmanship, feeling and association, however, the subway is in fair to poor condition, with deteriorated and/or missing pieces of concrete. In several places along the upper rail on the west wall, re-bar is exposed.

**Significance:** Built as a utilitarian structure to carry tracks for the Kansas City Terminal Company, the Van Brunt Subway does not possess any unique characteristics, and therefore does not appear to be of any outstanding significance. In form, plan, style and materials, construction or workmanship do not express a particularly distinguishable entity.

**Bibliography:**

Board of Park Commissioners. Plan No. 11.206.

Files. Office of the Board of Park Commissioners, Kansas City, MO.

Kansas City Star. January 29, 1926.  
December 22, 1927.

Kansas City Times. January 29, 1926.  
January 30, 1926.  
March 11, 1926.  
November 13, 1927.  
July 28, 1928.



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B59 WARD PARKWAY

1. LANDSCAPE NAME

Historic: Ward Parkway  
Common/Current: Ward Parkway

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 163.52      Length (Miles): 5.89

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Ward Parkway is classified as a boulevard/parkway by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes are anticipated to Ward Parkway, although the Brush Creek Park in between is included in the Brush Creek Development Plan (see B37).

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From Mill Creek Park west along both sides of Brush Creek, then south to Seventy-seventh Street.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Ward Parkway Survey, Fifty-fifth Street to Meyer Boulevard, Landmarks Commission, Kansas City, MO.

## 8. CULTURAL/HISTORIC INFORMATION

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**Original Landscape Architect/Designer/Planner Name(s):** George E. Kessler, landscape architect; Hare & Hare, landscape architects; J.C. Nichols

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** Hare & Hare, landscape architects

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** Unknown

**Client/Community Leader Name(s):** J.C. Nichols, Ward Investment Company, C.H. Wornall

**Date(s) of Construction:** 1911-1920, acquisition; 1912-1927, construction

**Historical/Cultural Context:** As early as 1906, it was recommended by George E. Kessler and the Board of Park Commissioners that a parkway should be established in the southern portion of Kansas City. The extremely rapid growth of the city was a cause of concern for Kessler, as he envisioned private ownership of large tracts of land being used for commercial purposes which in turn, would cause a "wide destruction of natural beauties." Before this would happen Kessler recommended:

"the very early acquisition of a parkway south along the western side of the city and easterly in the Brush Creek Valley, looking toward the acquisition of still farther outlying projects beyond the present limits of the city, south along the western boundary and easterly along the ridges from west to east onto Swope Park."

The parkway that Kessler was pleading for led to the development of the Ward Parkway, a 12.16 mile dual roadway that now stretches from Nichols Parkway and the western edge of Mill Creek Park to Ninety-second Street and Wornall Road. Ward Parkway measures from 225 feet to 500 feet in width with a double roadway throughout its entire length. A continuous expansive green median strip begins south of Fifty-fifth Street and features an extensive variety of flowers and trees in addition to a variety of fountains, mirror pools and European objets d'art donated to the City by J.C. Nichols. It is important to note for the purpose of this survey, the history and planning of Ward Parkway will only be discussed through to its Seventy-seventh Street acquisition.

The acquisition of Ward Parkway was through gifts and acts of condemnation. That portion of Ward Parkway from J.C. Nichols Parkway through Meyer Boulevard was conveyed to the city by deeds of gift. South of Meyer Boulevard to Seventy-seventh Street, the boundary limits of this particular study, was acquired in part by condemnation and in part by donation. George E. Kessler was not only responsible for the establishment of Ward Parkway, but was hired to prepare plans for a large development in the surrounding area. J.C. Nichols had employed

1912-

1913: The north roadway in Ward Parkway from Mill Creek Parkway to Wornall Road was graded and a narrow roadway twenty-two feet in width constructed.

The eastern roadway from Wornall to Fifty-fifth Street was graded and the Brush Creek channel through this stretch was straightened as recommended by George E. Kessler.

The western roadway from Brush Creek to Fifty-seventh Street was graded and surveys and estimates for grading Ward Parkway from Fifty-seventh to Meyer Boulevard were conducted.

1914: Shrubbery and trees were planted on Ward Parkway north of Fifty-fifth through Fifty-seventh Streets and grading and paving of the western roadway from Fifty-seventh to Brush Creek was completed.

1915: Contract awarded for grading Ward Parkway from Fifty-seventh Street to Meyer Boulevard.

1917: The east roadway of Ward Parkway from Forty-eighth Street and Wornall Road to Fifty-fifth Street and the west roadway from Fifty-second to Fifty-ninth Streets open for travel.

1918: Plans were approved and bids were advertised for the construction of a bridge over Fiftieth Street and Ward Parkway at Brush Creek.

1919: A contract was awarded to J.O. Patterson & Company and J.O. Patterson, J.M. Moore and L.R. Wright for the construction of a bridge at Fiftieth Street.

The Park Board proposes extension of Ward Parkway from Meyer Boulevard south to the City limits at Seventy-seventh Street.

1920: A resolution adopted to condemn land from Meyer Boulevard to Seventy-fifth Streets for the purpose of the extension of Ward Parkway.

J.C. Nichols asks the Board's permission to construct certain garden ornamentation between Fifty-fifth and Fifty-ninth Streets.

1924: The east roadway of Ward Parkway to Meyer Boulevard opened to travel. Donations of several European art objects to the city by J.C. Nichols to be placed along the median strip of Ward Parkway. These gifts include marble vases, hand-hammered iron gates and a marble bench.

The J.C. Nichols Company constructs a mirror pool measuring two hundred and fifty feet by sixty-five feet on Ward Parkway between Sixty-first Terrace and Sixty-second Streets.

him to provide street plans for the entire Nichols' development which encompassed 1,000 acres located between Holmes Street and State Line Road, from Fifty-first to Fifty-ninth Streets.

In 1908, this tract was covered with hog lots, rubbish dumps, pastures and stone quarries. When Ward Parkway was finished to Meyer Boulevard in 1925, it was later hailed as one of the best landscape designs in the country. Not only a masterpiece in planning, Ward Parkway serves as a major link to the residential districts in the Country Club and Sunset Hill area, and to all the major parks and boulevards in Kansas City.

Features along Ward Parkway, to be discussed later, include: the Mirror Pool at Sixty-second Street, a Venetian hand-hammered gate at Sixty-third Street, the Meyer Circle Gateway and Avenue of Trees, a marble putti plaque at Sixty-fifth Street, the Eagle at Sixty-seventh Street, a reflecting pool at Sixty-eighth Terrace, the Romany Road fountain and ornamental columns at Gregory Boulevard. Additional features include the Fiftieth Street bridge and a streetcar shelter at Fifty-first Street.

Somewhat of a major loss for Ward Parkway, a gift from J.C. Nichols in 1924, was the Venetian hammered iron balustrade framed in Etruscan marble which bordered a forecourt paved with flagstone. Set behind the gate was a Venetian circular Carrara marble bench. In turn, the bench was flanked by marble vases. This arrangement of unusual objets d'art was placed at the south end of the median strip between Sixty-third Street and Meyer Circle. The date of its removal or loss is not known. Only a marble slab where the gate once stood remains, hidden behind shrubbery (see B59.6 photo opposite).

The "Sea Horse" fountain, located at Meyer Circle is discussed in the section covering Meyer Boulevard (see B46).

#### **Chronology:**

- 1906: Kessler urges the development of a parkway in the southwest section of the city and the preservation of "fine scenery before it is too costly or improved with private ownership."
- 1908: The Ward Investment Company and J.C. Nichols Company deed land to the City. This gift of land to be used as Ward Parkway included Fifty-fifth to Sixty-fourth Streets (Meyer Boulevard).
- 1910: A resolution adopted for selecting and designating certain land in the southwest district of Kansas City to be known as Ward Parkway.
- 1911: A resolution adopted accepting deed from Ward Investment Company, C.H. Wornall and J.C. Nichols. This gift included a section of land from Wornall Road to Fifty-fifth Street to be used as Ward Parkway.

Grading begins from Fifty-fifth to Fifty-seventh Streets.

- 1925: Ward Parkway from Brush Creek to Meyer Boulevard opened to traffic.
- 1927: The Board announces that Ward Parkway will be extended from Meyer Boulevard to Seventy-seventh Street. Ward Parkway from Meyer Boulevard to Seventy-first Street has been surveyed. From Seventy-first to Seventy-third Streets, grading has been completed. From Seventy-fifth to Seventy-seventh Streets, Ward Parkway has been paved.
- 1930: The J.C. Nichols Company donated two small pedestal fountains to be placed in pools at Romany Road and between Sixty-eighth Terrace and Sixty-ninth Streets.

Ward Parkway from Meyer to Gregory Boulevards opened for travel. This portion of Ward Parkway acquired through condemnation except for ten feet of ground on both sides which was donated by J.C. Nichols Company.

Meyer Circle Gateway and Avenue of Trees dedicated.

Charles Henry Cheney, AIA, announced recognition of Ward Parkway as one of ten best examples of landscape architecture in the country.

Plans for an ornamental footbridge east of Wornall Road over Brush Creek approved.

- 1935: The dedication of the Eagle Statue at Sixty-seventh Street and Ward Parkway. The Eagle was a gift from the J.C. Nichols Company.
- 1936: A gift of eight, nine-foot columns from the J.C. Nichols Company to be placed at the north side of Gregory Boulevard at Ward Parkway.
- 1939: Quit claim deed from the J.C. Nichols Company for land at Ward Parkway and Wornall Road.
- 1940-
- 1941: As a WPA project, paving of the west drive from Meyer Boulevard to Seventy-seventh Street was completed.

The area between Wornall Road and Mill Creek Parkway was widened

An information booth, designed by Hare & Hare, at Highway 50 (now Shawnee Mission Parkway) and Ward Parkway on the north roadway, was constructed by the Chamber of Commerce (demolished).

Acceptance of marble plaque from the J.C. Nichols Company to be placed at Sixty-fifth Street and Ward Parkway.

200 Elm trees planted along the western roadway of Ward Parkway from Meyer Boulevard to Gregory Boulevard.



- 1954: Trolley and shelter building planned for 5100 Ward Parkway.  
Designed by E.B. Delk.
- 1971: Closing of Ward Parkway at Fifty-first Streets because of flash  
floods.
- 1979: Fifty-first Street and Ward Parkway barricaded.
- 1984: David Kemper requested cooperative maintenance for section of  
Ward parkway from Fifty-fifth to Fifty-ninth Streets.

Request adopted by Board of Park Commissioners.

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## 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** Ward Parkway continues to be a showpiece of the Kansas City, Missouri park and boulevard system. It starts from Mill Creek Park at Baltimore Avenue (one block east of Main Street) and proceeds west and southwest along both sides of Brush Creek. At Fifty-second Street (now the beginning of the Shawnee-Mission Parkway), it leaves the valley and curves abruptly south, ascending to become, from Fifty-fifth Street a standard parkway with a whole series of non-standard and landscape embellishments which make Ward Parkway exceptional in the annals of parkway design.

Ward Parkway divides into three sections: the Brush Creek section to Fifty-fifth Street, from Fifty-fifth Street to Meyer Boulevard, and from Meyer Boulevard to Seventy-seventh Street.

Section 1. The creek section begins opposite Country Club Plaza, J.C. Nichols' pioneering and enormously influential shopping center, at Mill Creek Park, the south end of which (north of the creek) has a complex of tennis courts. Both roadways of Ward Parkway are four-lane, two-lane in each direction east of Belleview Avenue and a one-way pair west of Belleview Avenue, westbound on the north side and eastbound on the south. The north roadway starts at J.C. Nichols Parkway (the continuation of which bridges the creek on the line of Baltimore Avenue). The south roadway extends one block east to start at Main Street. There are sidewalks on both outer sides of Ward Parkway as far west as Fifty-first Street.

The median throughout the creek section is 150 feet to 350 feet wide in a total right-of-way as much as 500 feet, functioning as a natural drainage way and suffering from periodic flooding. At present, the creek bed has a forty to sixty feet wide concrete channel with four foot high limestone retaining walls extending westward to Fifty-fifth Street

many of which are still extant. They take the form of statuary and architectural objects (urns, finials, birds, lion's heads, etc.) in conjunction with plantings (sunken gardens, pools, flower beds, etc.) In this section proceeding south there are: the Daughters of the Confederacy Monument at Fifty-fifth Street, floral beds at Fifty-sixth Street and Fifty-eighth Street, a grove of large pin oaks from Fifty-ninth Street to Huntington Road, a mirror pool with three fountain jets and surrounding sidewalks between Sixty-first Terrace and Sixty-third Street, and a wrought iron and limestone gate at Sixty-third Street.

Section 3. From Meyer Boulevard to Seventy-seventh Street, Ward Parkway has the same roadway and sidewalk cross section with narrower median approximately seventy feet wide south to Gregory Boulevard and approximately fifty feet wide thereafter. From Seventy-fourth Street south, there are no sidewalks. Much of this section is uncurbed.

There are few surviving American elms. The replacements include young shingle oaks and occasional evergreens. Between Seventy-third and Seventy-fifth Streets there is an allee of Washington hawthorns centered in the median. There are more "gaps" in the trees than further north.

This section has a full complement of objets d'art and one major ensemble at Meyer Circle which includes the "Sea Horse" Fountain (discussed in Meyer Boulevard, B46) and the Meyer Circle Gateway and Avenue of Trees. Incidental features going north to south are: two floral beds on either side of a marble urn at Sixty-fourth Terrace, a cut stone wellhead at Sixty-sixth Street, the bronze Eagle Statue on a limestone base at Sixty-seventh Street (now under restoration), two marble urns on limestone pedestals at Sixty-seventh Street, a fountain surrounded by floral beds at Sixty-ninth Street, a sunken garden with a small fountain at Romany Road, and eight spiral columns with a floral bed in front and juniper hedge behind south of Gregory Boulevard.

In addition, there are numerous neighborhood markers located on both sides of Ward Parkway throughout its entire length. Some are situated in small parks owned and maintained by Homeowners' Associations.

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## 10. INTEGRITY/AUTHENTICITY

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<u>X</u> Property Boundary(ies)	<u>X</u> Use	<u>X</u> Adjacent Features
<u>X</u> Design/Plan	<u>X</u> Design Intent	<u>X</u> Spatial Relationships
<u>X</u> Topography/Grading	<u>X</u> Vegetation	<u>X</u> Scenic Quality
<u>X</u> Architectural Features	<u>X</u> Circulation	<u>X</u> Site Furnishings
<u>Other Specific Attribute(s):</u> _____		

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**Statement of Integrity:** Ward Parkway has retained its integrity of location; to a great degree, much of its integrity of setting, design, feeling an association; and to a limited extent, some of its materials and workmanship.

Its **property boundaries** are the same as originally established through gifts and condemnations in the period 1911-1920.

(upstream from Fifty-first Street, the creek is unchannelized). At present, this stretch is the subject of a proposed reconstruction inspired by San Antonio's, Texas, Riverwalk (and other concept plans are in preparation for the whole Brush Creek Parkway downstream, see the Brush Creek Development Plan, B37).

From the creek to Fifty-fifth Street, where Ward Parkway turns south and climbs out of the valley, the ground configuration is dramatically molded as a large drainage basin. The median reduces from over 150 feet wide to about ninety feet wide at Fifty-fifth Street, and there are no sidewalks.

There are vehicular bridges across the creek which proceeding east to west are: Main Street, Nichols Parkway, Wornall Road, Roanoke Parkway, Belleview Avenue, Fiftieth Street, and Ward Parkway (for southbound traffic). There is also a pedestrian bridge at Central Street.

Shade tree plantings are quite complex in this section. At the east end there are large avenue trees, predominantly pin oaks. Moving westward, the regular rows of trees, continue on the outer side of each roadway, but the median planting is more parklike. At Fifty-first Street west and south, the planting composition emphasizes planes which have plenty of room to develop full height and spread.

Within the Ward Parkway median are several recreation facilities and/or special features. Across from the tennis courts is a play/picnic area. Along the southern half of the roadway there are limestone columns with cut or cast stone ornamentation and lead finials at Main Street and Wornall Road. There is a bronze statue of Sir Winston Churchill and his wife on the northwest corner of Wornall Road and the south half of Ward Parkway. There is a bronze statue of "The Trailmaster" about 200 yards west of Wornall Road south of Ward Parkway. There is a Civil War marker 200 yards west of the statue in a traffic island. There are two tennis courts in the median park area west of Belleview Avenue.

Section 2. From Fifty-fifth Street to Meyer Boulevard, Ward Parkway consists of divided roadways, each of three lanes, the western three southbound and the eastern three northbound. The roadway is curbed and there are no driveway curb cuts, only frequent intersections in which the parkway gets precedence or, if signalized, the controls are coordinated to favor parkway traffic at a given design speed. On both sides, there are eight to ten foot grass strips and five foot concrete sidewalks.

The median is approximately ninety feet wide throughout this section. Both sides of each roadway have rows of trees, a good number of which have gained maturity at heights upwards of forty feet. There are stretches where smaller trees have been installed and a few "gaps" which are open, particularly on the outer or neighborhood side. Many elms are represented; newer introductions are Rosehill ash from Fifty-fifth to Fifty-ninth Streets and shingle oaks from Fifty-ninth Street to Meyer Boulevard.

A large number of "civic adornments" have been installed in the median,

Very wide rights-of-way were obtained (225-500 feet), which in the valley section allowed for the creek to meander in the median, and in the upland section provided sites for civic beautification projects.

The design promoted by Kessler and J.C. Nichols since 1906 was progressively realized under Kessler's immediate direction until c. 1920 and thence by the prominent Kansas City, MO landscape firm of Hare and Hare, whose c. 1920 plan for a section of the parkway from Fifty-fifth to Fifty-ninth Streets is reproduced here, but is actually part of a much larger plan covering the entire parkway from Mill Creek Park to Fifty-ninth Street developed in separate stages over the course of nearly two decades. This plan is of enormous historic interest; the portion reproduced shows the conjunction of two distinct landscape styles north and south of Fifty-fifth Street: north is the more naturalistic style of massed trees in clumps or groups alternating with openings creating a light/dark/light sequence of "layering" so characteristic of the English School. South of Fifty-fifth Street is the more regular geometry of formal avenues with architectural embellishments in the median.

This plan is also highly illuminating in that it is also a subdivision plat, detailing the layout of residential streets and private lots. Kessler had been directly involved with advising J.C. Nichols on the development of the entire district south to Fifty-ninth Street up to the State Line. Hare and Hare continued and elaborated these plans both south into Waldo and west into Mission Hills over the State Line. The plans corroborate that the basic platting, circulation, ground-form, building siting and planting which collectively constitute the parkway's setting is still remarkably unchanged. A few more buildings occupy the open lots of the plan but the overall organization and character of the design is clearly shown and identifiable today.

In the valley section, roadways have been widened, bridges built and apartment buildings have displaced housing on the south side. On the north side, from Nichols Parkway to Roanoke Parkway, the Country Club Plaza has developed - but this was anticipated in the plan and provides an extraordinary "window" to the park from the shopping district, a delicious contrast between urbanity and a natural valley that is rarely found in commercial development. Thus, the feeling of an earlier time and place lingers, and the spirit of the plan remains. With this remembrance comes the association with J.C. Nichols, whose visits to Europe provoked the idea of a unique shopping and residential district (furnished with parks and plazas, fountains and sculpture, courtyards and gardens, ornamental ironwork and decorative tiles, trees and flowers, etc.), George E. Kessler who started to make the vision a reality, and Hare & Hare who continued in the directions established.

A unique aspect of Ward Parkway is the objets d'art that Nichols acquired and had built as part of his civic beautification program. Some of them show superior materials and workmanship; others are copies or fragments of an original work. As works of art, they vary, but as an ensemble, they convey Nichols' "idea of making the parkway outstanding in American cities."

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input checked="" type="checkbox"/> Important Landmark
<input checked="" type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies):	

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**Statement of Significance:** Ward Parkway is, therefore, exceptionally significant in the areas of landscape architecture, and community planning and transportation.

In landscape architecture, Ward Parkway is a nationally and internationally recognized urban greenway which has received unanimous acclaim. In 1930, it was recognized by the American Institute of Architects as "one of the ten best examples of landscape architecture in America". In 1936, "the commendation [Ward Parkway] has received from City planners, architects and municipal authorities throughout the world has been most gratifying". Accounting for this recognition, one must start with the two visionaries: Nichols and Kessler. Second, are Kessler's engineering, planning and landscape skills (augmented by Hare and Hare). Third, is Nichols' personal collection of architectural memorabilia. And fourth, are substantive civic embellishments, such as the "Sea Horse" fountain at Meyer Boulevard. Altogether, these individual contributions make for a unique work.

In community planning, Ward Parkway is an example par excellence of a boulevard/parkway guiding and stimulating quality residential development, not only in the Nichols/Kessler Country Club district, but also across the State Line and further afield. Behind the successful development is the remarkable developer who combined a fine sense of civic responsibility with astute business acumen in the best entrepreneurial tradition. Ward Parkway achieved its designer's goal of preventing a "wide destruction of natural beauties."

In transportation, Ward Parkway was as important to the "west side" as Swope Parkway was to the "east side". It was the primary extension of the boulevard system south and west of Westport and the Country Club Plaza. It still functions as a major distributor, gathering traffic from neighborhoods on either side. Its immediate success as a traffic conveyer led to its southerly extension in the 1950s, increasing its length from just over four miles to nearly seven miles. There are plans to complete Ward Parkway by tying it in to Ninety-fifth Street (Bannister Road) and extending it to the Blue River corridor, making an ultimate distance of over nine miles.

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## 12. INFORMATION SOURCES

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May 17, 1917.

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May 14, 1936.

Kansas City Times. May 15, 1936.

March 2, 1941.

Millstein, Cydney. "The Ward Parkway Survey." 1985. Copy.

Piland, Sherry and Ellen Uguccioni. Fountains of Kansas City: A History and Love Affair. Kansas City: City of Fountains Foundation, 1985.

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### **13. FORM PREPARATION**

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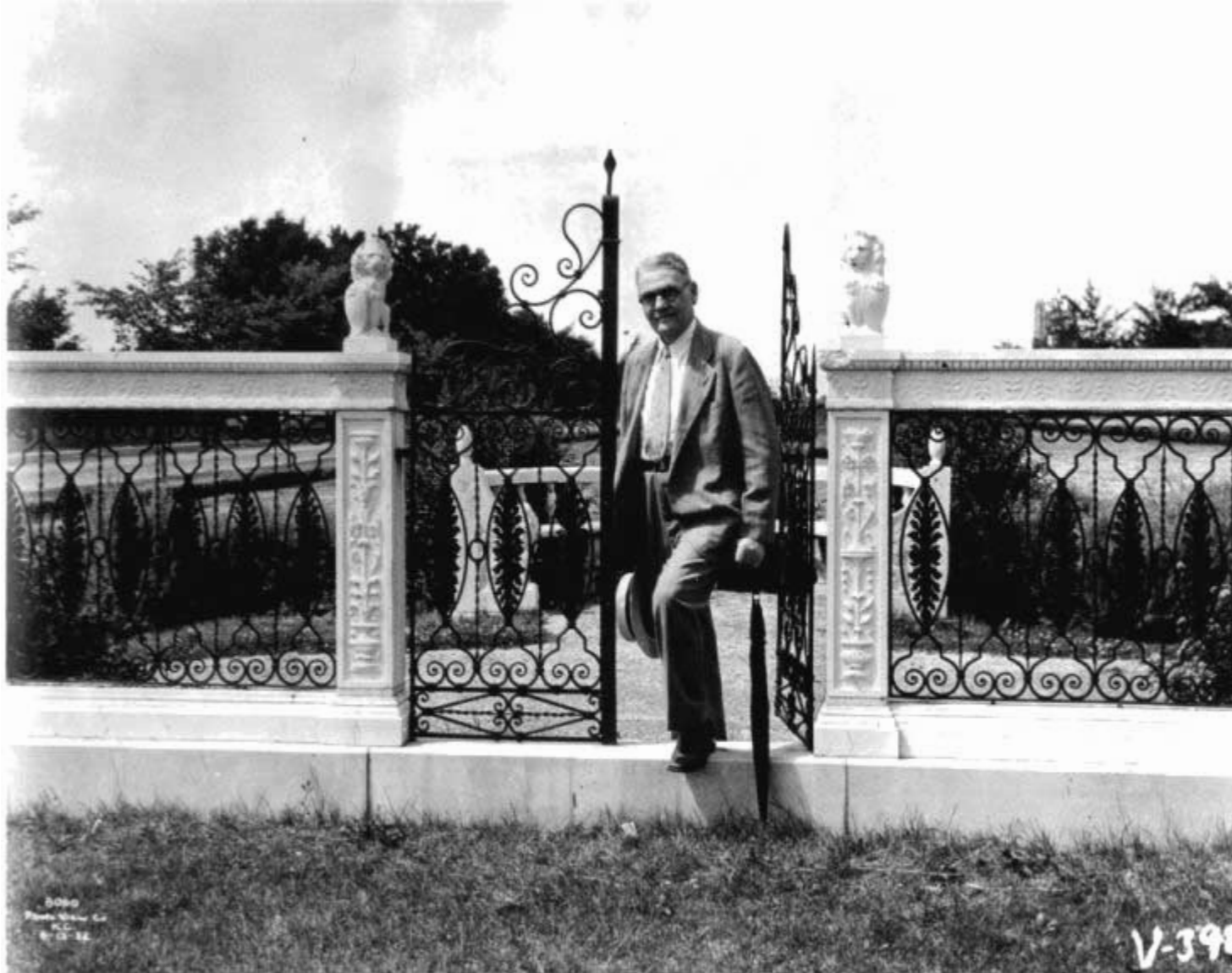












**1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F65 MIRROR POOL, WARD PARKWAY, NORTH OF SIXTY-SECOND STREET**

**Historical/Cultural Context:** In 1924, the J.C. Nichols Company constructed a mirror pool on the median strip of Ward Parkway between Sixty-first Terrace and Sixty-second Street as part of their beautification program. It appears that this pool was designed in 1924 by Edward Buehler Delk (Plan 11.201). This type of pool was especially popular during the 1920s when miniature yacht racing became a popular sport. There were three locations in Kansas City that "were especially suited to racing this flotilla: Half Circle Mirror Pool, Northeast Concourse Casting Pool and Ward Parkway Mirror Pool."

In 1959, the Ward Parkway mirror pool was refurbished because the original plumbing of the pool was in disrepair. In addition to repairing the plumbing, stone walls were repaired, the bottom of the pool was resurfaced and new drain pipes were installed. The jet sprays were also restored. Six years later in 1965, an additional renovation project was conducted. At that time, over 500 dead fish were found floating in the pool. The Park Department removed the fish and cleaned the pool; underwater lights and a new jet spray were installed.

**Description:** The Ward Parkway Mirror Pool measures 250 feet by sixty-five feet and features a low, coursed stone retaining wall. Originally, four stone baskets featuring flowers carved in relief were placed at the corners of the pool; only two survive. Currently, there are three water jets symmetrically placed in the mirror pool. The central display is a spray ring displaying an outside water fall with a vertical jet in the middle. Flanking the central water display are two, single vertical jets. It appears the spray rings of these jets are not functioning.

**Integrity:** The Ward Parking mirror pool retains its integrity of location, design, setting, feeling, association and materials (even though two of the original stone baskets are extinct). It retains a majority of features necessary to convey its historic appearance and association.

**Significance:** The Ward Parkway mirror pool is one of three extant mirror pools in the Kansas City, Missouri Park system. Constructed in 1924, it was an important aspect of J.C. Nichols thoughtful urban planning scheme for his Country Club residential district and for the parks and boulevard system in general. Because of its beauty and overall design, the stretch of Ward Parkway which included this mirror pool was recognized by the American Institute of Architects as one of the ten best examples of landscape architecture in America in 1930.

**Bibliography:**

Board of Park Commissioners. Index to Minutes.  
Plan No. 11.201

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Photo. Victor Co.  
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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
 F66 VENETIAN HAND-HAMMERED GATE, WARD PARKWAY, SOUTH OF SIXTY-THIRD STREET

**Historical/Cultural Context:** The Venetian hand-hammered gate purchased by J.C. Nichols on a trip to Venice, Italy, was given to the City in 1924. It was placed at the north end of the median strip located between Sixty-third Street and Meyer Circle. Along with the many art objects placed throughout the parkway, the Venetian gate was included in J.C. Nichols plan to beautify his residential developments by placing and installing European treasures outdoors. "His inspiration for the use of outdoor art undoubtedly came from Nichol's visits to Europe." When he returned from a European trip in 1922 where he attended an International Conference on Housing, Nichols began his beautification of the Country Club district.

**Description:** The Venetian hand-hammered gate is eight feet, ten inches in height and six feet, seven inches in width. The gate, constructed of wrought-iron in the curvilinear style, is extremely delicate in its workmanship. It appears that the gate opened at its center. The gate itself is bolted at either end to two limestone piers. When placed at its present site in 1924, the gate was flanked by Carrara marble vases, now extinct. Presently, the gate is almost totally obscured by shrubbery.

**Integrity:** The Venetian hand-hammered gate does not retain its integrity of location, design, feeling, association and materials. (A moved portion of a building, structure, or objects not in itself eligible because, considered simply as a fragment, it has lost integrity.) Furthermore, the integrity of setting has been altered because of the loss of the two marble vases originally set in place with the gate. In addition, it is important to note, however, that the gate is in fair to poor condition; pieces of the wrought-iron work have broken away and there is evidence rust.

**Significance:** Along with a number of art objects, the Venetian-gate is an important aspect of J.C. Nichols beautification plan for Ward Parkway. The placement of Nichols' treasures from Europe was regarded as carefully as he had considered the planning of his residential developments.

"Still remembering the beauty of foreign plazas and little squares, we endeavored to make our property sort of an outdoor museum and installed in some 200 locations, garden ornaments comprising fountains, vases, statues, well heads and other objects of art."

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Kansas City Star. June 1, 1924.

Piland, Sherry and Ellen Uguccioni. Fountains of Kansas City: A History and Love Affair. Kansas City: City of Fountains Foundation, 1985.





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F64 FIFTIETH STREET BRIDGE AT WARD PARKWAY

**Historical/Cultural Context:** The history of the Fiftieth Street Bridge at Ward Parkway begins in 1917 when the matter of constructing a bridge at this location was discussed by the Board of Park Commissioners. In 1918, L.R. Wright presented a certificate of deposit for \$2,750 in connection with the construction of the bridge. That same year, in October, plans for the Fiftieth Street Bridge were approved and bids for construction opened. John Van Brunt, a local architect, reviewed the plans for the bridge. On February 4, 1919, a resolution was adopted approving plans, specifications and contract for the bridge. A contract for construction was awarded to J.O. Patterson and Company and J.O. Patterson, J.M. Moore and L.R. Wright. Charles Painter was assigned to inspect and supervise construction. It appears the bridge was completed by 1920.

**Description:** Built of reinforced concrete, the Fiftieth Street Bridge spans Brush Creek in an east-west direction. The bridge features a double arch span divided by a center pier. The structure carries a double roadway flanked by a 4 1/2 feet wide sidewalks.

**Integrity:** The Fiftieth Street Bridge retains its integrity of location, design, setting, materials, workmanship, feeling and association. However, the structure is in fair to poor condition.

**Significance:** The Fiftieth Street Bridge does not appear to possess any unique characteristics or materials and therefore, does not appear to be of any outstanding significance. Its form, style and materials, construction or workmanship do not express a particularly distinguishable entity.

**Bibliography:**

Board of Park Commissioners. Index to Minutes.  
Plan No. 10.084, 11.152.



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
 F67 MEYER CIRCLE GATEWAY AND THE AVENUE OF TREES, WARD PARKWAY

**Historical/Cultural Context:** On Armistice Day, November 1930, 441 white elms were dedicated as living memorials to Kansas City's 441 soldiers who lost their lives in WWI. The ceremony dedicating the gateway and trees occurred almost twelve years after the prospect was first conceived by the Daughters and Sons of the American Revolution. The trees which originally stretched from Meyer to Seventy-seventh Street are framed and entered by a stone gateway at the parkway south of the Sea Horse fountain. A flagpole, dedicated on November 11, 1940, was placed south of the gateway toward the approach to the Avenue of Trees.

**Description:** The Meyer Circle Gateway was designed in 1927 by Edward Buehler Delk, a prominent Kansas City architect. The gateway is constructed of coursed limestone. Two piers flank the edge of a walkway, and each pier features at its top, a stone eagle carved in a formal militaristic-like fashion. Each stone wall is connected, at a ninety degree angle, to another stone wall, constructed in a stair-step profile.

Attached to each wall is a bronze memorial tablet on which the names of the 441 soldiers is listed in alphabetical order. Each tablet has the following words inscribed at the top:

"As a living memorial to our dead of the World War, this avenue of trees is dedicated."

At the base of the second plaque (East wall, facing north) the following words are inscribed:

"Placed by the Kansas City Chapter  
 Daughters American Revolution and the Kansas City Chapter Sons of  
 the Revolution Armistice Day 1930."

The stone gate measures nine feet, ten inches in height with an overall length of forty seven feet, ten inches. The approximate width of the gateway is twelve feet, ten inches. The plaques measure four feet by two feet, three and one quarter inches.

A sixty two foot flagpole is located south of the gateway with a base marked with the following:

"Kansas City Chapter Daughters of the American Revolution to honor  
 K.C. heroes, the World War 1914-1918, dedicated to Armistice Day,  
 1940."

**Integrity:** The Meyer Circle Gateway and flagpole retain their integrity of location, design, setting, feeling, association and materials. The Avenue of trees, however, landscape appears to have lost its integrity. A majority of the elms are extinct or have been removed.

**Significance:** The Meyer Circle Gateway is in itself not a significant object because as a marker erected to commemorate an event (or events) in the community's history, it does not qualify simply for its association with the event it memorialized. However, as part of the overall scheme of Meyer Circle at Ward Parkway, it may be important as an aspect of the circle's overall design and method of construction.

**Bibliography:**

Board of Park Commissioners, Plan No. 11.219.

Kansas City Star. November 2, 1930.

Kelsey, Lillie. Historic and Dedicatory Monuments of Kansas City.  
Kansas City: Board of Parks and Recreation Commissioners, 1987.



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F68 MARBLE PLAQUE, SIXTY-FIFTH STREET AND WARD PARKWAY

**Historical/Cultural Context:** On April 11, 1940, the Board of Park Commissioners accepted a marble plaque from the J. C. Nichols Company to be placed at Sixty-fifth Street and Ward Parkway on the median strip. Along with several other art objects including fountains, vases, gates and benches, the plaque was placed along Ward Parkway as part of the Nichols' beautification program which began in 1923. Unfortunately, it is difficult to write the history surrounding so many of these European decorative features as "little information is available [about] the placement, execution, and disposition of many of the monuments...". "Documentation of the origin of these works is sparse and records concerning any changes which may have occurred are virtually non-existent."

**Description:** Resting on a triple-tier limestone base measuring five inches in height, the marble plaque stands four feet three inches high, seven feet nine inches wide, and one foot eight inches deep. The main or north face of the plaque is designed in a classical motif and features a display of putties and garlands, carved in high relief, at its center. The corners of the plaque feature decorative pilasters, caryatids and eagles. The entire width of the plaque is crowned by a classical entablature with decorative molding. The south face of the plaque is covered with a concrete coating.

**Integrity:** Because so little is known about the history and provenance of the marble plaque, it is difficult to assess its integrity (see below).

**Significance:** The marble plaque, in addition to the numerous artifacts located along Ward Parkway, is significant as an urban design element. It is important to note, however, that because this piece was undoubtedly a feature of a larger work of art, or taken from an exterior or interior location, it would not be eligible because "as simply a fragment", it has lost its original integrity.

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Board of Park Commissioners. Index to Minutes.  
Plan No. 11.334

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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F69 THE EAGLE, WARD PARKWAY AT SIXTY-SEVENTH STREET

**Historical/Cultural Context:** Not much is known about the history of this magnificent statue which was presented to Kansas City and the Board of Park Commissioners by the J.C. Nichols Company in 1935. According to newspaper accounts, the bronze eagle dates from the 18th century. Purportedly, the Eagle was located in the courtyard of a Japanese temple. In 1904, the Japanese Embassy displayed the Eagle at their exhibit at the St. Louis Worlds Exposition. From then, its provenance continues to be a mystery until 1935 when the J.C. Nichols Company purchased it from a New York art dealer. At the present time, the Eagle is being dismantled and shipped to St. Louis where it will be cleaned and repaired.

**Description:** The Japanese Eagle is cast in bronze and has a wing span of fourteen feet. From the ground to the crest of the figure measures fifteen feet. The 2,000 pound image is depicted as "alighting on a bronze crag" that in turn rests on an octagonal base of reinforced concrete faced with native stone. The base is three feet high and has a diameter of six feet, three inches.

The site of the Eagle is at the crest of a slope. The original landscape, installed by Armour Fields Homes Association, was geometric in arrangement and consisted of eight rose beds and clipped privet hedges. The landscape has been altered and/or replaced.

**Integrity:** The Eagle retains its integrity of design feeling, association and materials. It retains all features necessary to convey its historic appearance and association. The surrounding landscape, however, has lost its original integrity and association with the object for which it was originally planned.

**Significance:** Although the artist of the Eagle is unknown, the statue is significant as an important expression of a master craftsman and artist, and possesses high artistic values.

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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F70 PEDESTAL FOUNTAIN AND POOL, WARD PARKWAY AT SIXTY-EIGHTH TERRACE AND  
SIXTY-NINTH STREET

**Historical/Cultural Context:** The J. C. Nichols Company added two small "pedestal fountains" to Ward Parkway during the spring of 1930 (see the Romany Road Fountain). One was a simple pedestrian fountain which was placed within a rectangular concrete pool located on Ward Parkway between Sixty-eighth Terrace and Sixty-ninth Street. Hare & Hare prepared a planting plan dated October 28, 1929. The pedestal and basin of this fountain are identical to the pedestal and basin of the original Fifty-second Street and Brookside Boulevard Fountain which was purchased by J. C. Nichols in 1928 while in Europe. Nichols presented the fountain to the Country Side Homes Association in 1929. Unfortunately, the relationship between these fountains is unknown.

**Description:** The pedestal fountain features a single saucer mounted on a two and one-half foot bulbous pedestal which, in turn, is mounted on a stone base. The pedestal is carved at its top in a leaf motif. Issuing a single jet of water from its center, the fountain is placed in a shallow concrete pool which measures thirty by thirty-six feet. The pool has been drained.

**Integrity:** The pedestal fountain and pool retains, to varying degrees, integrity in location, design, setting, materials, workmanship, feeling and association. Since little is known about the history and original design of this feature, it is difficult to assess its integrity.

**Significance:** The pedestal fountain and pool, like the Romany Road fountain and the Ward Parkway mirror pool, is significant as an urban design element, implemented by J. C. Nichols in 1930 (see F65 and F71).

**Bibliography:**

Board of Park Commissioners. Plan No. 11.231

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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
 F71 ROMANY ROAD FOUNTAIN AND POOL, WARD PARKWAY AND ROMANY ROAD

**Historical/Cultural Context:** Along with the pedestrian fountain located on the greenway strip of Ward Parkway between 68th Terrace and 69th Street, the Romany Road Fountain was placed at its location in the spring of 1930 by the J. C. Nichols Company. This fountain and pool, which "planned to serve as the focal point of a sunken garden", was part of the J. C. Nichols beautification plan for Ward Parkway and the surrounding neighborhoods. While these objects, including the Romany Road Fountain, are not necessarily exceptional examples of fine art, it "is useful to consider their placement as important from a historic perspective, for the site, regardless of the work placed there, tells us more about the desire of J. C. Nichols to beautify his developments and best suggest his truly noble vision."

**Description:** The Romany Road Fountain is a pedestal-type fountain (which displays a shaft composed of a child), placed in the center of a rectangular pool sixteen by thirty-six feet. The pool is reached at the north and south ends by stone steps, in turn, flanked by stone retaining walls. At three corners of the retaining walls are carved stone baskets, while the basket at the northwest corner is extinct. Originally, a balustrade was located at the south end, and at the north end, two lion figures were featured. A 1930s photograph reveals the original double-saucer fountain which displayed a fluted bulbous pedestal above a base and an additional, smaller, saucer supporting a figure of a young woman playing a double flute. Vandalism is said to have destroyed this fountain which was replaced by the present one.

**Integrity:** The architectural and sculptural features of the Romany Road Fountain do not retain integrity in materials or workmanship, yet the original integrity in location, setting, feeling and association has been kept. As originally designed, the fountain retains the same spatial relationships of features, topography and grading but the removal or loss of some of the original architecture/sculptural features (balustrade, lion figures and original fountain) has a direct impact on the overall historic character. The rectangular pool, the main feature of this grouping, has been drained for some time.

**Significance:** The Romany Road Fountain is significant as an urban design element, not as a work of art in itself. As mentioned previously, Nichols carefully planned for all aspects of his residential developments, from street and building design to the actual placement of fountains and art objects in his subdivisions. Together with the numerous pools, plaques, gates and sculpture set along the median strip of Ward Parkway, the Romany Road Fountain suggests the care with which Nichols planned for his developments.

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Piland, Sherry and Ellen Uguccioni. Fountains of Kansas City: A History and a Love Affair. Kansas City: City of Fountains Foundation, 1985.

Missouri Valley Room. Kansas City Public Library, Kansas City, MO.



V-392-

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F72 ORNAMENTAL COLUMNS AT WARD PARKWAY AND GREGORY BOULEVARD

**Historical/Cultural Context:** On May 14, 1936, the Board of Park Commissioners accepted a gift of eight, nine-foot columns from the J.C. Nichols Company, together with a number of other donations as part of a program to beautify Ward Parkway from Meyer to Gregory Boulevard. In presenting the columns to the City, Nichols stated that "there was no other mile of parkway in any American city presenting such rare objects of art as Ward Parkway, Sixty-third Street to Meyer Boulevard...Many years ago, we conceived the idea of making the parkway outstanding in American cities. We have spared no expense in achieving this end. The commendation it has received from city planners, architects and municipal authorities throughout the world has been most gratifying."

**Description:** The eight twisted columns were made by the Howard Studios of New York. They are nine feet in height and are replicas of an old Spanish design. The spiraled-shaft of each column supports a Corinthian capital. Placed in a semi-circle, the columns were originally surrounded by plantings of red cedars.

**Integrity:** Because the columns are replicas of an original work of art, they do not possess integrity of location, design, feeling, association or materials. They retain none of the features necessary to convey their historic appearance or association.

**Significance:** Along with a number of objets d'art the columns appear to be an important aspect of J.C. Nichols beautification plan for Ward Parkway. (See F66 on the Venetian hand-hammered gate).

**Bibliography:**

Kansas City Star. May 14, 1936.

Kansas City Times. May 15, 1936.





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B60 WARWICK BOULEVARD

1. LANDSCAPE NAME

Historic: Warwick Boulevard  
Common/Current: Warwick Boulevard

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 16.36      Length (Miles): 1.80

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input checked="" type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Warwick Boulevard is classified as a boulevard by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From Linwood Boulevard at the north, south to Brush Creek Boulevard.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input checked="" type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Southmoreland Neighborhood Survey, Landmarks Commission, Kansas City, MO

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): William Rockhill

Nelson

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): Unknown

Client/Community Leader Name(s): William Rockhill Nelson

Date(s) of Construction: 1919, acquisition; 1890s, 1907, 1927, construction; 1951, widening

**Historical/Cultural Context:** Warwick Boulevard was developed, in part, by William Rockhill Nelson, co-founder of the Kansas City Star. Nelson had been a building contractor and real estate agent before becoming a newspaper publisher and throughout his life, he retained an interest in City planning and architecture. The Rockhill district, a fine residential development located just northeast of his estate Oak Hall, was planned and promoted by Nelson in the late 1890s. Early in this project, Nelson felt that "few people would care to build around him until a good road to Oak Hall replaced the scattered roads that straggled towards town through fields and pastures."

Warwick Boulevard, his "pet project" was planned and passed by Council in August, 1890, but work was delayed "because the City limits extension ordinance under which the work would have been done was declared unconstitutional." Less than a year later, Nelson managed to win his battle. Then, when the City limits were extended in 1897, Warwick Boulevard was absorbed into Kansas City.

According to one of the Nelson's biographies, he paid for the elms along Warwick Boulevard out of his own pocket. It wasn't until 1919 that Warwick Boulevard was acquired by the Board of Park Commissioners.

#### **Chronology:**

1907: Warwick Boulevard is resurfaced along Southmoreland Park.

1919: A resolution adopted recommending Warwick Boulevard from Armour Boulevard to Brush Creek Boulevard be placed under control of the Board of Park Commissioners.

1927: An attempt to put Warwick Boulevard under the control and management of the Director of Public Works. Matthew S. Murray, director of Public Works resisted the motion as proposed by the Park Board.

Warwick Boulevard widened and paved from Armour Boulevard to Thirty-ninth Street.

1951: Warwick Boulevard improved and widened from twenty-six to forty-four feet, between Thirty-fourth Street and Armour Boulevard.

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## 9. EXISTING CONDITIONS

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Condition	<u>    </u> Excellent	Changes	<u>  X  </u> Unaltered
	<u>  X  </u> Good		<u>  X  </u> Altered
	<u>    </u> Fair		<u>    </u> Added to
	<u>    </u> Deteriorated		<u>  X  </u> Loss or Removal of Features
	<u>    </u> Severely Deteriorated		<u>  X  </u> Boundaries or Features Encroached Upon

**Existing Conditions:** Warwick Boulevard is a fairly narrow residential boulevard running for nearly two miles north to south from Linwood Boulevard to Brush Creek Boulevard (Forty-seventh Street). Through most of its length it is aligned with the city grid layout, only curving around the western side of Southmoreland Park at its south end. Grades are gentle throughout.

The standard cross-section is a seventy-five foot right-of-way with a twenty-six foot roadway, ten foot grass verges and four to five foot sidewalks on both sides, except at Southmoreland Park. Few original elms have survived; they have been replaced by linden and ash trees. Throughout much of the mid- and southern sections, trees are fairly regular and form a pleasant small-scaled avenue. At the north end, the roadway increases to forty-four feet. Here and at the intersections of Linwood and Armour Boulevards, there has been extensive tree loss and evidence of neighborhood decline.

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## 10. INTEGRITY/AUTHENTICITY

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<u>  X  </u> Property Boundary(ies)	<u>  X  </u> Use	<u>    </u> Adjacent Features
<u>    </u> Design/Plan	<u>    </u> Design Intent	<u>    </u> Spatial Relationships
<u>  X  </u> Topography/Grading	<u>  X  </u> Vegetation	<u>  X  </u> Scenic Quality
<u>    </u> Architectural Features	<u>  X  </u> Circulation	<u>    </u> Site Furnishings
<u>    </u> Other Specific Attribute(s): _____		

**Statement of Integrity:** Warwick Boulevard has retained its integrity of location; much of its setting, design, feeling and association. Its materials and workmanship have been upgraded.

Its **property boundaries** are those established at the original 1919 acquisition. The right-of-way is only sixty and seventy-five feet.

Its **design** by William Rockhill Nelson, who had a personal interest in bringing a piece of the park and boulevard system to his home and vicinity, was based on the Kessler standard for a narrow boulevard. The roadway of only twenty-six feet wide still exists from Armour Boulevard south (about 1.5 miles out of 1.8 miles total). North of Armour Boulevard, the roadway was widened to forty-four feet. Trees were removed and the narrow right-of-way (only sixty feet from Linwood Boulevard to Thirty-fifth Street) restricted replanting. It is this section which today appears to have suffered the most in terms of retaining its original boulevard character. **Setting, feeling and association** have all been adversely affected at the north end.

South of Armour Boulevard, however, the residential setting is still largely unchanged and there are passages of sizeable trees which communicate much of the feeling of an earlier time, strongly recalling the association with Nelson and the start of the parks and boulevards system. The south end follows around the west side of a particularly lovely small neighborhood park, Southmoreland Park (see P23) in which Nelson was also a prime mover.

Materials and workmanship have been periodically superceded but, for the most part, resurfacing, curbs and walks have stayed close to the original design. Only the twenty-five feet high standard "cobra-head" street lights strike a jarring note, particularly since the roadway south of Armour Boulevard is so narrow.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

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Statement of Significance: Warwick Boulevard has to be considered in two parts. North of Armour Boulevard, Warwick Boulevard has little significance for the areas of landscape architecture or community planning. The design has been so changed and the neighborhood setting is so different from the time this section of boulevard was built, that it has now little historic significance.

Warwick Boulevard south of Armour Boulevard, however, has exceptional significance in the areas of landscape architecture and community planning.

In landscape architecture, it is a fine example of a narrow residential street with continuous rows of curbside trees large enough to almost meet over the center of the roadway, making a "tunnel" effect. It is important too, for its strong association with the park advocate William Rockhill Nelson, who reputedly paid for the original trees.

In community planning, Warwick Boulevard is another prime illustration of a boulevard anchoring a neighborhood, which still retains a certain cachet to this day.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Reports, 1940-41.  
Index to Minutes.

Kansas City Journal Post. August 30, 1890.

Kansas City Star. February 4, 1927.

Kansas City Times. January 20, 1891.  
February 4, 1927.

Wilson, William H. The City Beautiful Movement in Kansas City.  
Columbia: University of Missouri Press, 1964.

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### **13. FORM PREPARATION**

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P8 ANDREW DRIPS PARK

1. LANDSCAPE NAME

Historic: West Prospect Triangle Park, or West Prospect Place, or Prospect Park.

Common/Current: Andrew Drips Park

2. LOCATION

City/Town: Kansas City  
Area (Acres): 0.16

County: Jackson  
Length (Miles):

State: Missouri

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input checked="" type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input checked="" type="checkbox"/> Commemorative
<input type="checkbox"/> Other:		

Brief Description of Type: Andrew Drips Park is classified as a special use area by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: There is a proposal to renovate this green. The historic significance of the site and the S. Herbert Hare proposal (1950) should be taken into account.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: North of Sixteenth Street between Belleview Avenue and Jarboe Street.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other:	

Title of Survey and Depository of Records: The West Side Survey Landmarks Commission, Kansas City, MO.



## **8. CULTURAL/HISTORIC INFORMATION**

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**Original Landscape Architect/Designer/Planner Name(s):** Unknown

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** Herbert Hare, 1949-50.

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** Unknown

**Client/Community Leader Name(s):** William & Catherine Mulkey; West Side Community Council

**Date(s) of Construction:** 1882, acquisition; 1951, construction

**Historic/Cultural Context:** Originally named West Prospect Triangle Park or West Prospect Place, Andrew Drips Park is recognized as the first public park in Kansas City, Missouri. This 0.16 acres was deeded to the City for park purposes on May 5, 1882 by William and Catherine Mulkey. This park formed the legal base for the present park system. In 1890, when City officials decided to "assess taxes for park purposes alone, the proposal was attacked in court" by various property owners on the grounds that the City did not have any parkland. The Missouri Supreme Court held that "possession of the West Prospect Triangle was sufficient grounds for assessing park taxes."

This parkland, a grassy triangular-shaped plot approximately 45 yards by 25 yards was renamed Andrew Drips Park in March, 1951. Irish-born Drips, Catherine Mulkey's father, was a scout and fur-trader in the Midwest who lived from 1789-1860. A monument to Drips stands in the park.

### **Chronology:**

- 1882: 0.16 acres located at Sixteenth and Belleview Avenue, deeded to the City by William and Catherine Mulkey.
  - 1890: The validity of park procedure concerning assessment of land for park purposes tested in the Missouri Supreme Court using West Prospect Park for the legal basis.
  - 1949: West Side Community Council hears plans for a monument to be placed in West Prospect Park. Design for marker and park plan referred to S. Herbert Hare for study. Benefit Ball to raise funds for monument held in the Little Theatre. Sponsored by the West Side Community Council the event raised \$515.00.
  - 1950: S. Herbert Hare presents general design and placement of marker.
  - 1951: Upon recommendation of R. Carter Tucker, President of the Board of Park Commissioners, the park was renamed Andrew Drips Park.
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## 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input checked="" type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input checked="" type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** This small park of less than one quarter acre in size is a grass traffic island, lacking any other landscape features. The Andrew Drips Memorial, a limestone marker with marble plaque, is sited within the park towards the south end.

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## 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

**Statement of Integrity:** Andrew Drips Park retains its integrity of location but it has lost almost all of its integrity of design, setting, materials, workmanship and feeling. Yet, because of what it connotes, it preserves exceptional integrity of association.

This 0.16 acres is the oldest park in Kansas City, MO, predating the Kessler Parks and Boulevards Plan. Its **property boundaries** at the triangular meeting of Prospect Place (now Jarboe Street) and Bellevue Avenue have not changed from the time its was established as Prospect Park in 1882.

However, whatever **design** the park once possessed or **setting, materials and workmanship** has vanished. It remains as a trapezoidal plot of grass, on the edge of a declining neighborhood, and isolated by the Interstates. It contains an unremarkable monument to Andrew Drips, the father of Catherine Mulkey, who, with her husband, William, deeded the land to the City for park purposes. S. Herbert Hare, the distinguished Kansas City landscape architect, made a design for the park and the placement of its monument in 1950, but the design was not implemented. Standing on this local highpoint with the traffic noise of the Interstates, it is hard to recapture the **feeling** of this place.

Nevertheless, in the history of Kansas City parks it is a "sacred spot", having an association with the beginning of the parks movement in the City and laying the foundation of the Kessler plan, without which the system may never have succeeded.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)
<input type="checkbox"/> Historic Significance in Landscape Design/Planning
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)

<u>Cultural Significance</u>	<u>Important Landmark</u>
<u>Important Artistic Statement</u>	<u>Unique Regional Expression</u>
<u>Use of Unique Materials</u>	<u>Example of Fine Craftsmanship</u>
<u>Example of Particular Style</u>	<u>Example of Particular Type</u>
<u>Example of Particular Time</u>	<u>Example of Time Sequence</u>
<u>Other Verifiable Quality(ies): _____</u>	

Statement of Significance: Andrew Drips Park is, therefore, of exceptional significance in landscape architecture and community planning.

Its significance is derived primarily from the events associated with the site, namely, the donation by William and Catherine Mulkey of land for a park. Its acceptance by the City established the legal prerequisite for "assess(ing) taxes for park purposes" whereby a park system serving the entire community could be planned and built. When the City's decision in 1890 to proceed with a park plan was opposed, the Missouri Supreme Court ruled that "West Prospect Triangle" created the precedent for city parks and a separate taxing authority to support them. The Kessler plan which grew out of this decision was vigorously fought through the courts until 1901 until the City's right was upheld, effectively reaffirming the earlier decision, and allowing the plan to go forward with great expedition, as the Park Reports 1909 through 1914 attest.

Thereafter, the significance of the park was reaffirmed when renamed after Catherine Mulkey's father and the nationally prominent landscape architect S. Herbert Hare made a design for the park and its memorial.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Parks Commissioners. Plan No. 11.419

Kansas City Star. August 29, 1926.  
October 16, 1949.  
March 13, 1974.

Kansas City Times. September 7, 1948.  
October 19, 1949.  
November 19, 1949.  
February 9, 1951.

Smith, Erle. Cowtown 1890 Becomes City Beautiful 1962. Kansas City: Board of Park Commissioners, 1962.

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## 13. FORM PREPARATION

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Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
Street Address: 30 West 22nd Street  
City/Town: New York State: New York Zip Code: 10010  
Phone: (212) 243-7478 Fax: (212) 243-7592 Date: 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F2 ANDREW DRIPS MEMORIAL, ANDREW DRIPS PARK

**Historical/Cultural Context:** Located in Andrew Drips Park, Kansas City's oldest park, is the Andrew Drips Memorial. The granite and limestone marker is a memorial to Andrew Drips (1789-1860) who was an agent for the American Fur Company.

In October 1949 the West Side Community Council, headed by Roscoe Y. Cramer, presented plans for the commemorative marker. Previously, plans had been presented to S. Herbert Hare, a landscape architect and consultant to the Board, for recommendations. When completed the monument, which was erected by the Historical Committee of the West Side Council and the Board of Park Commissioners, was dedicated at the close of 1951. Proceeds from a benefit ball sponsored by the West Side Community Council partially financed the monument.

**Description:** The granite and native limestone monument is placed off-center in Andrew Drips Park. It measures approximately five feet in height and seven feet in length and four inches in width.

One side of the monument features the figure of a fur-trader along with the following inscription:

"Andrew Drips Park  
Kansas City's First Park.  
The keystone of our park  
system. Given to the city  
by William and Catherine  
Drips Mulkey. May 5, 1882.,  
in honor of Andrew Drips.

Erected by the Historical Committee  
West Side Community Council  
and the Board of Park Commissioners,  
1951."

The reverse side features the figure of an Indian Woman with the following inscription:

"Andrew Drips 1789-1860  
Celebrated in the fur trade of the  
Missouri River and the Rocky  
Mountains. Catherine, daughter by  
his wife, Mary, of the Oto Nation, was  
born at the Historic Battle of Pierre's  
Hole, July 18, 1832. Kansas City  
was their home from 1839."

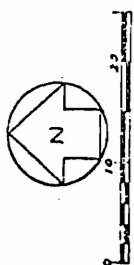
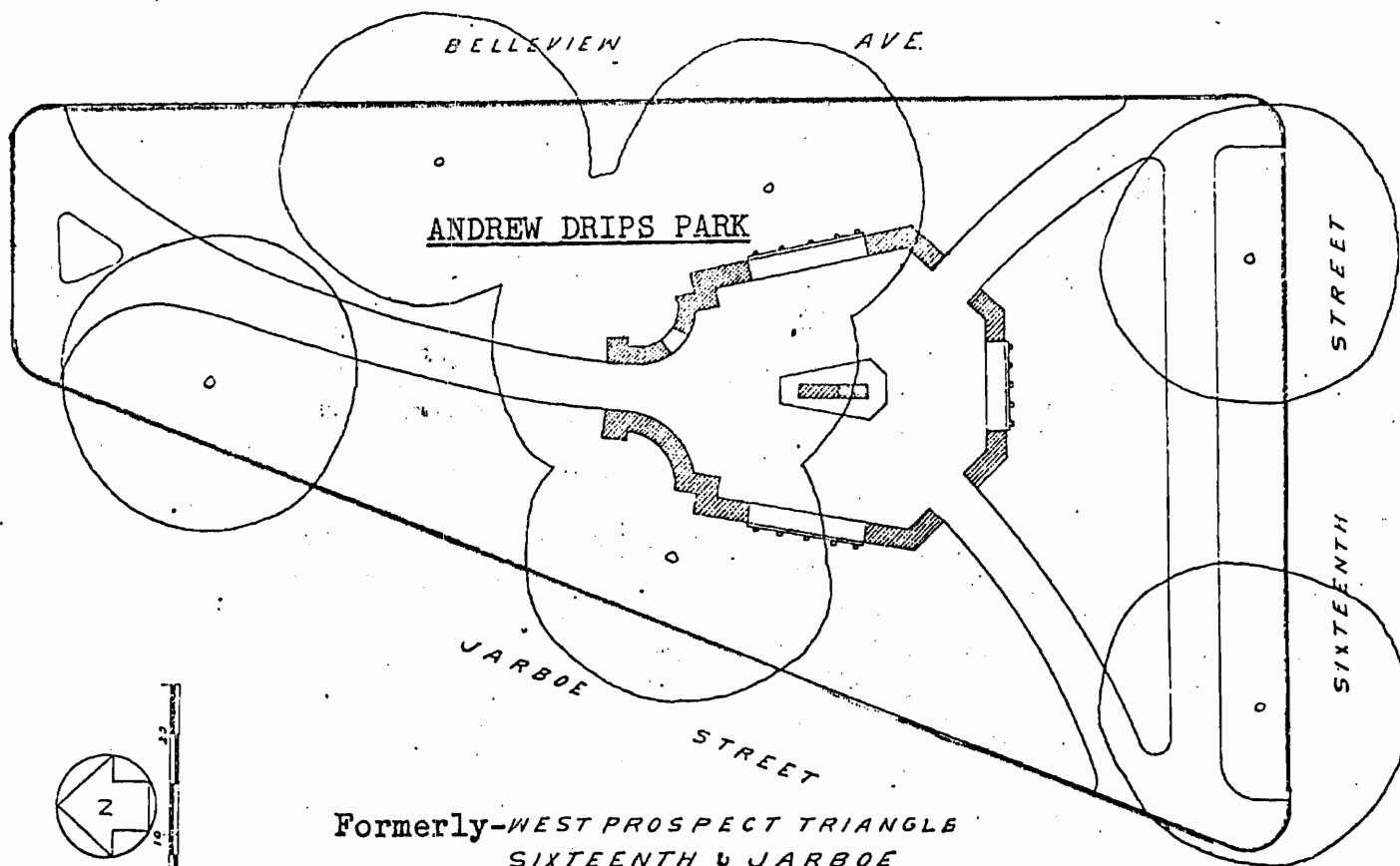
**Integrity:** The Andrew Drips Memorial retains its integrity of location, design, setting, feeling, association and materials. It retains all features necessary to convey its historic appearance and association.

**Significance:** The Andrew Drips Memorial is not, in itself, a significant object - in this case, a memorial marker. The site on which it rests, however, is significant because it is Kansas City's oldest park and, most importantly, it established the legal basis for the present park system.

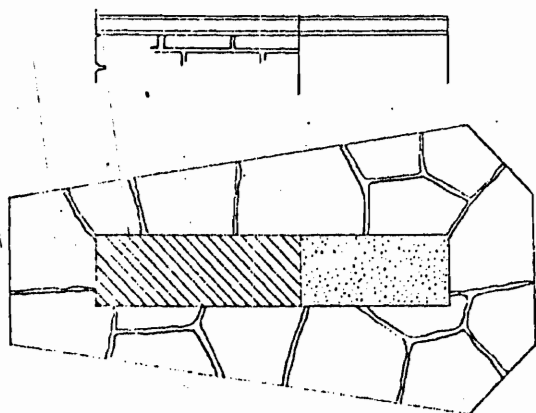
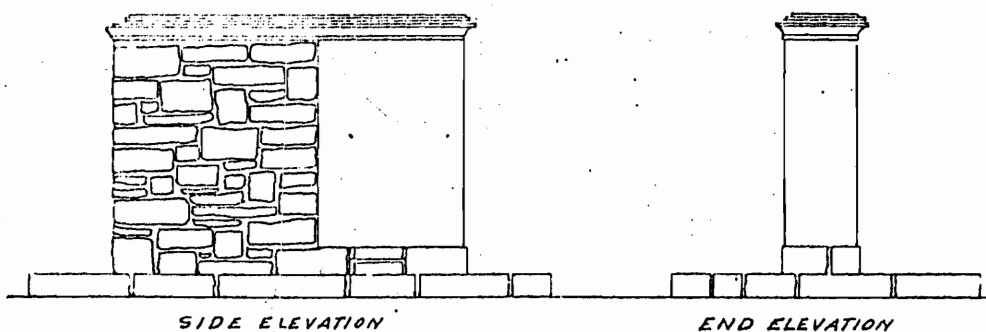
**Bibliography:**

Board of Park Commissioners. Plan No. 11.419

Kansas City Times. November 19, 1949.  
February 9, 1951.



Formerly-WEST PROSPECT TRIANGLE  
SIXTEENTH & JARBOE



PLAN

ANDREW DRIPS

1780 — 1860

CELEBRATED IN THE TWO TRADES  
OF THE MISSOURI RIVER  
AND THE ROCKY MOUNTAINS.

CATHERINE, DAUGHTER BY HIS  
WIFE, MARY, OF THE RED  
ARMY, WAS KILLED AT THE  
HISTORIC BATTLE OF PIERRES  
HOLE, JULY 18, 1857.  
KANSAS CITY HAS THEIR  
HOLE FROM 1857.



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P1 ASHLAND SQUARE

1. LANDSCAPE NAME

Historic: Ashland Square  
Common/Current: Ashland Square

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 7.53      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Ashland Square is classified as a neighborhood park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Twenty-first Street on the north, Elmwood Avenue on the east, Twenty-third Street on the south, Kensington Avenue on the west.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): George E.

Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** Hare and Hare, landscape architects

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** E.F. Clarkson (grading, wall, steps)

**Client/Community Leader Name(s):** NA

**Date(s) of Construction:** 1914-1917, acquisition; 1941, construction

**Historic/Cultural Context:** Located at Twenty-third Street and Elmwood Avenue, Ashland Square (originally a playground) was acquired by condemnation in 1913 at a cost of approximately \$82,175.00. The park was named after the nearby Ashland School and contains 7.525 acres. The north entrance, stairs, and retaining wall, constructed c. 1917 are still extant.

**Chronology:**

- 1911: A resolution adopted selecting certain lands in the East Park District for the purpose of establishing three public parks: Ashland, Lykins and Sheffield.
- 1913: A resolution adopted to issue Park Fund certificates to pay for parkland including Ashland Square.
- 1914: Houses in Ashland Square were removed and all basements and cisterns filled.
- 1917: Keene and Simpson prepare sketches for a bathhouse. It appears this project was never implemented.
- 1917: A contract awarded to E.F. Clarkson for grading.
- Plans approved for wall and steps for park entrance and to rebuild wall east of Cypress Avenue.
- E.F. Clarkson directed to proceed.
- 1941: Hare and Hare prepare plans for park improvements (see plan No. 11.296 dated January 2, 1941).
- 1949: A junior swimming pool and wading pool constructed at a cost of \$24,639.74. Sharp Brothers Construction Company built the pools.
- A toilet and utility building constructed at a cost of \$6,076.11. S.R. Brunn Construction Company was the contractor.

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**9. EXISTING CONDITIONS**

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The **setting** of straightforward, utilitarian recreation structures around level playfields and amongst big trees is still mostly intact.

although the condition of the fields and vegetation at the time of the survey was only fair.

Ashland retains much of the feeling of a small recreation ground, set within a close-knit neighborhood. Its association with both Kessler and Hare and Hare is apparent.

The original materials and workmanship have been supplemented by more recent construction. Apart from the original walls and stairs (which show fine workmanship), and some of the larger trees, most of the walls, structures and furnishings have been replaced. These improvements have been in response to the need for periodic upgrading and maintenance of the park's facilities.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input checked="" type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

**Statement of Significance:** Ashland Square has some significance in the areas of landscape architecture and community planning.

In landscape architecture, its significance derives from its association with two nationally prominent figures in the first half of the 20th century: George E. Kessler and Hare and Hare. Although modest in appearance, it is quite characteristic of the small urban park serving local needs being built in Kansas City and other U.S. cities at that period. Without attempting a great artistic statement, it provided active recreation in pleasant surroundings. It was built from durable materials, incorporating the local Kansas City traditions of fine stonework. Subsequent work has been similarly straightforward and direct.

In community planning, Ashland is a representative example of the small neighborhood park associated with a neighborhood school, providing active recreation, shade and green, that was an integral part of Kessler's Plan. As originally designed, Kessler wrote of smaller local parks as having "playgrounds for children and often a resting place (for) tired mother(s)". His prescription was "a convenient border walk of pleasing outline, the plantation of shade trees...and, possibly, screens of hardy shrubs; perhaps small shelter buildings, a convenient sand-pile for the babies and an abundance of seats". (Annual Report, 1893, p.67).

Hare and Hare's retrofit in 1941 and Delk's park building and pools, 1949, updated the facilities, and the park continues to serve this

basic social purpose today.

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## 12. INFORMATION SOURCES

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### **Bibliography:**

Board of Park Commissioners. Annual Reports 1914, 1940-41.  
Index to Minutes.  
Plan Nos. 11.296; 11.144

Kansas City Times. May 18, 1916.

Smith, Erle. Cowtown 1890 Becomes City Beautiful 1962. Kansas City:  
Board of Park Commissioners, 1962.

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## 13. FORM PREPARATION

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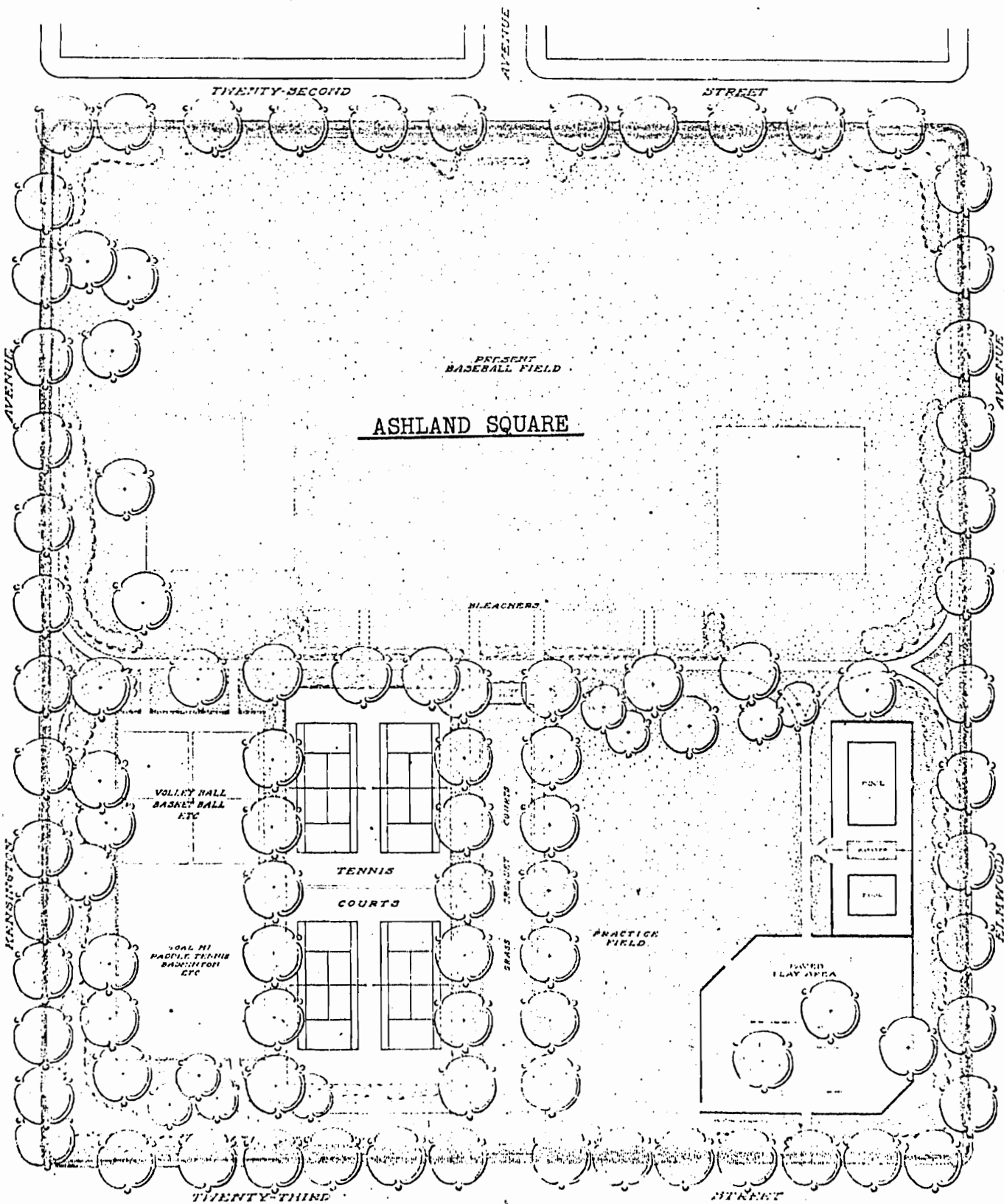
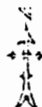
**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91

P1

# PLAN FOR IMPROVING ASHLAND SQUARE

SCALE

BOARD OF PARK COMMISSIONERS  
KANSAS CITY, MISSOURI  
JULY 1910, 3000 PAGES  
HARR & HARR, LANDSCAPE ARCHITECTS









1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P2 BLENHEIM PARK

1. LANDSCAPE NAME

Historic: Blenheim Park  
Common/Current: Blenheim Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 6.93      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Blenheim Park is classified as a neighborhood park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: Sixty-eighth Street on the north, residential lots on the east, Seventy-first Street (Gregory Boulevard) on the south and Forest Hill Cemetery on the west.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

8. CULTURAL/HISTORIC INFORMATION

**Original Landscape Architect/Designer/Planner Name(s):** Attributed to George E. Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** Wilbur H. Dunn, superintendent of parks, J.V. Lewis, field engineer, Frank H. Cromwell, supervisor of recreation

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** WPA Labor, 1938

**Client/Community Leader Name(s):** Henry S. Paul

**Date(s) of Construction:** 1921, acquisition; 1938, improvements

**Historic/Cultural Context:** Blenheim Park is located between Sixty-eighth and Seventy-first (Gregory Boulevard) Streets, immediately east of Forest Hill Cemetery. (Forest Hill Cemetery was developed in 1888. Sid J. Hare was the superintendent from 1896-1902 and did the planting plan for the entire grounds). In 1920, Henry S. Paul of Philadelphia proposed to deed to the City an irregular tract of land from Sixty-eighth to Seventy-first Streets along the Marlborough Streetcar Line right-of-way. On March 17, 1921 the warranty deed of Mr. Paul's was accepted by the Park Board and the 6.93 acres were to be used for park purposes. Included in Mr. Paul's gift was a sixty foot strip of land paralleling the Marlborough Streetcar Line which was to be used in the future as part of a south trafficway. This plan never materialized. The property given by Mr. Paul was valued at \$50,000.

Major improvements to the park were made in 1938 and completed in 1939. Plans for these improvements were prepared by Wilbur H. Dunn, superintendent of parks; J.V. Lewis, field engineer, and Frank H. Cromwell, supervisor of recreation, and work was completed with the aid of WPA labor.

#### **Chronology:**

1922: The property given by Mr. Paul was officially called "Blenheim Park". In addition, four tennis courts were constructed near Sixty-ninth Street.

1938: Major improvement plans were accepted by the Park Board and work was begun. The improvements included: stone steps, a softball diamond at each end of the park; two croquet courts; rehabilitation of the existing tennis courts; installation of teeter-totters, slides, swings, sand ring, wading pool, six picnic ovens and drinking fountains. A macadam walk was constructed on the east side of the park. New walkways as well as tree and shrub plantings were installed.

1939: The improvements were completed with the help of WPA labor. In addition, the paving, curbing and walks of Sixty-ninth Street were removed, making the park one unit.

---

## 9. EXISTING CONDITIONS

---

Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input checked="" type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input checked="" type="checkbox"/> Deteriorated		<input checked="" type="checkbox"/> Loss or Removal of Features
	<input checked="" type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** Blenheim Park is a long, narrow, open park characterized by gently rolling topography. Recreational facilities include an old basketball court, children's play area and two centrally-located tennis courts. A small set of cut stone steps remain at each end of the park, one at Gregory Boulevard and the other at Sixty-eighth Street. Limestone picnic tables and grilles are scattered throughout; a limestone drinking fountain is located at the Gregory Boulevard end. Large shade trees are clumped in groups along the boundaries and are scattered within the park.

Although many trees have reached maturity, the facilities appear somewhat neglected and the main walk on the east side has been abandoned.

---

## 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input checked="" type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input checked="" type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s):		

**Statement of Integrity:** Blenheim Park retains some of its integrity of location, setting, feeling and association; but has lost much of its integrity of design, materials and workmanship.

As an early park donated in 1920-1922, in conjunction with an adjoining streetcar line and street right-of-way, and a subdivision from which it takes its name, its **property boundaries** are unchanged. Its **setting** between Forest Hill Cemetery and The Paseo, both developed contemporarily with the park, has not materially altered. Consequently, the **feeling** and **association** with the 1920s period and the subsequent depression years and the WPA are both quite strongly experienced, despite the park's overall poor condition.

The **design** by superintendent Dunn and parks staff (1938-1939) continues the Kessler tradition. But much has disappeared over time and only remnant stone steps, WPA picnic tables and grilles and the surviving great trees attest to the quality of **materials** and **workmanship** that went into the park's original construction.

These losses are not irrevocable and could be reversed through a sensitive renovation.

---

## 11. SIGNIFICANCE

---

<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

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Statement of significance: Blenheim Park has some significance in the areas of landscape architecture and community planning.

In landscape architecture, the park is representative of the small neighborhood park built in the 1920s and 1930s, emphasizing local recreation needs and making use of WPA funds. The design was service oriented yet included characteristic stonework elements, surviving only as fragments, and tree-plantings now at maturity, lending the park considerable distinction.

In community planning, it is an example of land donated to the Parks Board in conjunction with an adjoining streetcar line and subdivision, to be built simultaneously by the developer. The Kessler plan included such neighborhood parks and the success of the plan, after years of litigation, encouraged such donations in keeping with the plan's social goals. The park is, also, a product of the WPA program.

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## 12. INFORMATION SOURCES

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### Bibliography:

Kansas City Star. March 20, 1921.  
April 19, 1932.  
July 29, 1938.  
January 15, 1939.

Board of Park Commissioners. Plan No. 11.288.

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## 13. FORM PREPARATION

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Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
Street Address: 30 West 22nd Street  
City/Town: New York State: New York Zip Code: 10010  
Phone: (212) 243-7478 Fax: (212) 243-7592 Date: 3/91





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P4 CENTRAL PARK

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1. LANDSCAPE NAME

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Historic: Central Park  
Common/Current: Central Park

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2. LOCATION

---

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 8.01      Length (Miles):

---

3. OWNER OF PROPERTY

---

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

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4. LANDSCAPE TYPE

---

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
Other: _____		

Brief Description of Type: Central Park is classified as a community park by the Board of Park and Recreation Commissioners.

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5. LANDSCAPE STATUS

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Preservation Status: At the time of the survey, Central High School and Central Junior High School had been chosen to become one of the City's "Magnet Schools" emphasizing athletics. Central Park was to be reconstructed as part of a joint use agreement with the Kansas City, Missouri, School District.

In 1991, the School District acquired and conveyed to the City four tracts totalling approximately 3.5 acres as additions to Central Park, enlarging the original size of the park described in 6. below to 11.56 acres. The new construction will add a running track and football field and relocate the existing tennis courts and playground. The agreement and plans have been approved by the National Park Service.

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6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

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Specific location, streets and features comprising the boundary: Thirty-first Street on the north, Monroe Avenue on the east, Linwood Boulevard on the south and Bales Avenue on the west.

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## 7. REPRESENTATION IN OTHER SURVEYS

\_\_\_\_ National Register  
\_\_\_\_ State Designation

\_\_\_\_ National Landmark  
\_\_\_\_ Local Designation

Other: \_\_\_\_\_

Title of Survey and Depository of Records: None known

## 8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): Wilbur H. Dunn, Superintendent of Parks, J.V. Lewis, engineer

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): J.L. Reece

Client/Community Leader Name(s): NA

Date(s) of Construction: 1931, acquisition; 1932-40, construction; 1991 reconstruction

Historic/Cultural Context: Central Park is located between Linwood Boulevard and Thirty-first Street, Bales and Monroe Streets. This 8.01 acre park was acquired in 1931 by condemnation at a cost of \$70,672.80. The park's name was derived from the nearby Central Junior High and High Schools. This park was improved under the City's Ten-Year Plan.

### Chronology:

1932: The old trafficway baseball diamond in the park was reconditioned and the remainder of the park cleaned up.

1933: On November 2 a contract was awarded to J.L. Reece for grading the park.

1948: Plans and site selection were approved by the Park Board for a drinking fountain, to be known as the John B. Stone Memorial Fountain (now extinct). This fountain was made possible by a \$1,000 bequest. Two croquet courts were installed.

1949: The drinking fountain was installed. The utility/toilet building was designed by Edward Buehler Delk, architect.

1950: A junior pool and wading pool were constructed by Meyers-Boyle Construction Company at a cost of \$23,076.34. They also constructed a utility/toilet building near the pool.

1951: The pool was opened.



1981: New playground equipment was installed and the contract was awarded to Country Fair Lawns. The John B. Stone Memorial fountain was removed.

1991: Additional 3.5 acres was acquired and new running track and fields under construction.

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## 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

Existing Conditions: At the time of the initial survey (Fall, 1990), this large neighborhood park on the north side of Linwood Boulevard consisted of tennis courts, lighted basketball courts, a baseball diamond and backstop, a junior swimming pool and wading pool with adjoining pool house and restrooms and a children's playground, organized as a series of levels in the park's sloping terrain. Concrete-paved walks connected the levels, and mixed trees, both shade and evergreen, dotted the grounds, indicating recent replacements and a general above-average level of maintenance.

The new plan under construction in the spring of 1991, on an enlarged site has two terraced levels: a running track and football field on the upper level, and a soccer/rugby and softball field on the lower level, with new tennis courts in the northwest corner and basketball courts in the northeast corner. The new plan preserves the pool house complex and a number of the large trees around it, as well as existing trees below the Delano School and on the Linwood Boulevard frontage.

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## 10. INTEGRITY/AUTHENTICITY

---

<input type="checkbox"/> Property Boundary(ies)	<input type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input checked="" type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

Statement of Integrity: Central Park retains little of its integrity of location, design, setting, feeling and association, materials and workmanship.

Its property lines have been expanded by nearly 50% to 11.51 acres. Its design by parks superintendent Wilbur H. Dunn (who served under Kessler for many years before assuming charge 1923-1937) has been radically reorganized. Central is still a large neighborhood park associated with a nearby school, which places it within the Kessler tradition, but it has been expanded and reworked to provide contemporary facilities for one of the City's new "magnet" schools. Much of the Dunn design has gone - the large amphitheater-shaped bowl form of the land is now two

straight terraces, the curvilinear walks have been removed and the tennis and ballcourts have been relocated.

Only the Edward Buehler Delk pool building (1949) and pools will be preserved, along with some of the large trees on the slopes at the edges of the property. Although still a large school-related recreation ground, little of the historic feeling will remain or of the association through Dunn with Kessler. Only the setting below the Old Delano School and its connection to one of the great crosstown boulevards, Linwood, will be kept. If the new materials and workmanship are as consistent with the park's purpose and compatible with its character as the Delk additions, Central could emerge as a good example of a major retrofitting of an older park.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input type="checkbox"/> Example of Particular Style	<input type="checkbox"/> Example of Particular Type
<input type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Qualities:	

---

**Statement of Significance:** Before reconstruction, Central Park had some significance in the areas of landscape architecture and community planning. Now it has little in either of these two areas.

In **landscape architecture**, it was typical of many mid-size neighborhood parks that were being built in the 1930s in Kansas City and other U.S. cities. Without attempting a great artistic statement, it provided active recreation in pleasant surroundings. The Delk additions in the late 1940s were respectful of that tradition. The new construction, while still preserving the Delk poolhouse and surrounds, and some of the big trees, changes the Dunn plan so that only fragments of the original designed landscaped will remain.

In **community planning**, Central will continue as an example of a larger recreation-oriented park associated with a school, an important aspect of the Kessler Plan. But its historic significance is diminished, along with the loss of those qualities contributing to its integrity.

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## 12. INFORMATION SOURCES

---

### **Bibliography:**

Board of Park Commissioners. Annual Report, 1951-52.  
Index to Minutes.  
Plan Nos. 11.1171, 11.424, 11.1027, 11.392,  
6.186, 14.056

Kansas City Star. November 27, 1932.

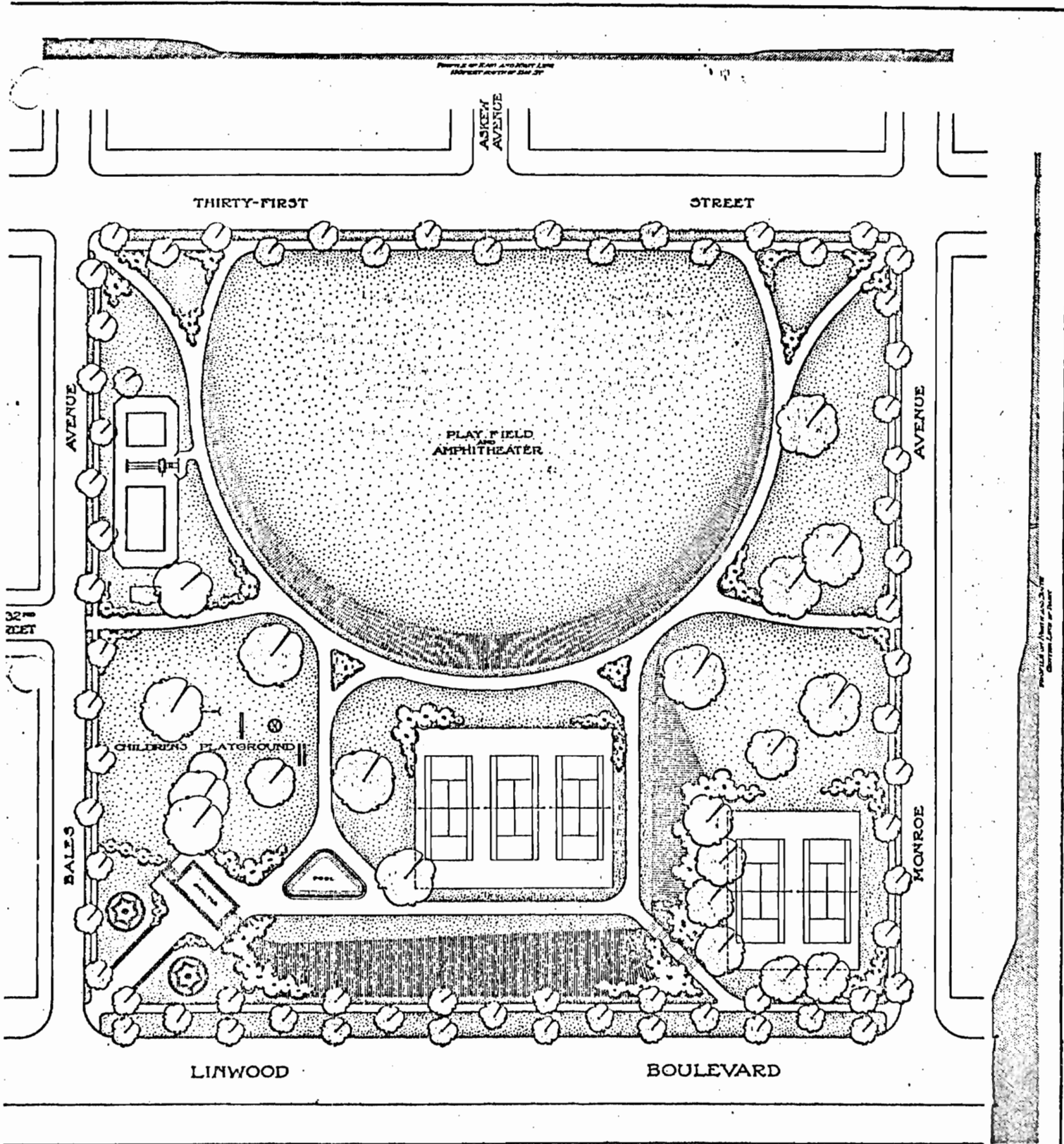
Kansas City Times. May 5, 1932.  
March 3, 1950.

---

**13. FORM PREPARATION**

---

**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91



IMPROVEMENT PLAN  
FOR  
**CENTRAL PARK**  
SCALE IN FEET  
BOARD OF PARK COMMISSIONERS  
KANSAS CITY, MISSOURI  
W. H. DAVIS, Chairman  
J. V. L. SMITH, Secretary  
J. P. BLANK, General Manager





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P5 COLUMBUS SQUARE

1. LANDSCAPE NAME

Historic: Washington Square  
Common/Current: Columbus Square

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 4.01      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input checked="" type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Columbus Square is classified as a playground by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: In 1989, 1.94 acres were added to the park through the transfer and demolition of Karnes School. No development plan has been prepared for this addition.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Missouri Avenue on the north, Charlotte Street on the east, Pacific Avenue (a "paper" street) on the south, and Holmes Street on the west.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Columbus Park Survey, Landmarks Commission, Kansas City, MO.

## **8. CULTURAL/HISTORIC INFORMATION**

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**Original Landscape Architect/Designer/Planner Name(s):** George E. Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** 1969 Master Plan began

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** Brolien and Erickson, pool; Reliance Construction Co, steps

**Client/Community Leader Name(s):** NA

**Date(s) of Construction:** 1909, acquisition; 1910-1920, 1988, construction; 1969 reconstruction

**Historic/Cultural Context:** Washington Square, later renamed Columbus Square, is located between Holmes and Charlotte Streets and Missouri and Pacific Avenues. The square contains 2.066 acres and was acquired in 1909 by condemnation for a playground. The "square" or small ground was George Kessler's design concept which was included in the original 1893 Parks and Boulevard Plan. These "squares" were placed in especially crowded localities and were to include provisions for the play and games of children as well as providing a "local pleasure-ground" for the parents.

The condemnation proceedings were completed on March 5, 1910 at a cost of \$92,950.00. In 1914 a public school was erected just south of and facing onto Washington Square. This was in keeping with a policy of the Board of Education in cooperation with the Board of Park Commissioners "to select a site for a new school building on the parks and boulevard system wherever it is advantageous." This same year, Washington Square had the second largest playground attendance in the city, with 15,000 children.

The name Washington Square was changed to Columbus Square in 1926 when a statue of George Washington was placed in a park near Union Station. From 1969, Columbus Square has been renovated and none of the original features remain.

### **Chronology:**

- 1910: The square was graded and paths constructed. In addition, the park force constructed a wading pool, surrounding walks and concrete light standards. The gymnasium apparatus was in the process of being constructed.
- 1911: Plans for a comfort station were approved.
- 1913: Cement work for the wading pool was done by Brolien and Erickson.

- 1914: The Reliance Construction Company constructed steps in the park. In addition the square was completely resodded and new sidewalks were constructed around the shelter building. White ash trees were planted to replace the soft maple trees.
- 1919: A concrete base was constructed to hold the cannon which was given to the City by the Government to be placed in the square.
- 1920: Plans and specifications were prepared for a wading and swimming pool.
- 1925: The shelter building was removed.
- 1926: The square was renamed Columbus Square
- 1969: A master plan was started for improvements to the square.
- 1988: 1.94 acres donated by the Kansas City School District
- 1989: Karnes School was demolished

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#### 9. EXISTING CONDITIONS

---

Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input checked="" type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** This small neighborhood park is situated in a stable, well-maintained Italian neighborhood of old and new single-family homes and apartments. The perimeter of the park has 5 feet wide back-of-curb sidewalks on the north, west and east sides. Other walks enter the park from the northwest and northeast corners on the diagonal, leading to a children's play area in the southwest, a limestone drinking fountain and a large elm surrounded by concrete benches and circular paving.

The park is arranged on several levels, separated by grass banks and joined by ramps and stairs. What seem to be 20-year old trees now grace the park. Most are in the 40 foot height range and include maples and groups of conifers.

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#### 10. INTEGRITY/AUTHENTICITY

---

<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attributes: _____		

**Statement of Integrity:** Columbus Square retains its integrity of



location and some of its setting; but it has lost its integrity of design, materials and workmanship and, therefore, its feeling and association.

As one of the older small parks in a close-knit neighborhood (designated in 1909) its property boundaries have not changed. Its original square form locked into a tight street grid, and its use as a neighborhood playground remains, although the relationship to its adjoining school (Karnes School) has gone, when the school was demolished in 1989. The nearness of the Interstates has had some impact on the historic setting, although the north, east and west sides of the square are still predominantly small lots with 1- and 2- story detached houses and 2- and 3- story walk-up apartments.

Of the 1909 Kessler design built in the period 1910-20 there is little trace. The original twin park shelters, pergola, wading pool and oval playing field set into the grade were abandoned in the 1920s. The subsequent rebuilding from 1969 made no reference to the past. Interestingly though, the new design picked up the diagonal axes of the old plan (entering from the street corners and responding to desire lines), utilized the changing levels with berms and ramps to take up the +6' drop from the southwest to the northeast corners, and introduced new trees which today are of some size.

It is an imaginative and inviting plan popular with the community. But evidence of the original design, materials and workmanship has disappeared. Consequently, there is no recall of the site's past feeling or association.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input type="checkbox"/> Example of Particular Style	<input type="checkbox"/> Example of Particular Type
<input type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Qualities:	

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**Statement of Significance:** Columbus Square has no historic significance as landscape architecture, and little or none in the area of community planning.

In landscape architecture, the park has been so altered that nothing survives of the original designed landscape.

In community planning, it has potential significance as one of Kessler's original "squares", specifically to relieve intensively built-up city neighborhoods. But as an example, its significance has been lost along with those qualities contributing to its integrity.

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## 12. INFORMATION SOURCES

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### **Bibliography:**

Board of Park Commissioners. Annual Reports, 1893, 1909, 1910, 1914.  
Index to Minutes.  
Plan Nos. 6.070, 4.193.

Gableman, Fred. Souvenir of The Parks and Boulevard System of Kansas City, Missouri. Kansas City: Board of Park Commissioners, 1920.

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## 13. FORM PREPARATION

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P9 DUNN PARK

1. LANDSCAPE NAME

Historic: Dunn Park  
Common/Current: Dunn Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 9.23      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Dunn Park is classified as a neighborhood park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From the line of Sixty-fifth Street and Meyer Boulevard on the north, to Sixty-ninth Terrace on the south, between the west and east roadways of The Paseo.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

8. CULTURAL/HISTORIC INFORMATION

**Original Landscape Architect/Designer/Planner Name(s):** J. V. Lewis, field engineer; W.I. Ayres

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** NA

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** WPA labor

**Client/Community Leader Name(s):** Wilbur H. Dunn, superintendent of parks, 1896-1936

**Date(s) of Construction:** 1937, acquisition; 1937-38, construction

**Historic/Cultural Context:** Dunn Park is located between Meyer Boulevard, the west and east roadways of The Paseo, from Sixty-fifth Street to Sixty-ninth Terrace. At one time this tract of land was part of a farm owned by Daniel Morgan Boone, son of the pioneer Daniel Boone.

This 9.23 acre park is named in honor of Wilbur H. Dunn, superintendent of parks for forty years. Dunn Park was established in 1937 while Mr. Dunn was still alive. At that time the park had the distinction of being the only Kansas City park to be named in honor of a living person.

Dunn Park was developed in two sections, the north and south. The south section was the first to be completed and was dedicated November 6, 1937. This three acre sunken tract, located between Sixty-seventh Street and Sixty-eighth Terrace, was originally designed as formal gardens.

In 1938 the north section was completed. Plans for this six acre section located between Sixty-fifth to Sixty-seventh Streets, were prepared by J.V. Lewis, field engineer for the Park Department. This section was designed as a recreational area, containing tennis courts, ball diamond and playground equipment. The playground equipment was constructed of raw materials and was built by WPA workers in the Park Department shop.

A creek, left in its natural state, runs along the west side of the north section of Dunn Park. A footbridge constructed in 1938 by WPA labor, slightly altered, is located near Sixty-seventh Street where it crosses the creek. At one time there was a natural spring in the park that was directed over a channel into a rock garden.

In 1950, a memorial to Mr. Dunn was placed in the south section of the park. It was composed of a granite marker with a bronze plaque attached. At some time vandalism occurred and the bronze plaque was stolen. Only the piece of granite remains.

#### **Chronology:**

1937: W.I. Ayres prepared plans for the flowerbeds at Sixty-seventh Terrace and The Paseo.

1938: An allotment of \$40,000 of WPA funds was used for the improvement and development of Dunn Park (north section). This area encompassed six acres. The improvements included: a softball diamond, tennis courts, drinking fountains, sand piles, walks and playground equipment. On September 4th the north section of Dunn Park was opened.

1950: A granite marker with a bronze plaque containing the bust of Wilbur Dunn was placed in the formal garden area (south section). Except for a piece of granite, the marker has entirely disappeared.

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## 9. EXISTING CONDITIONS

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Condition	<u>    </u> Excellent	Changes	<u>    </u> Unaltered
	<u>  X  </u> Good		<u>  X  </u> Altered
	<u>    </u> Fair		<u>  X  </u> Added to
	<u>    </u> Deteriorated		<u>  X  </u> Loss or Removal of Features
	<u>    </u> Severely Deteriorated		<u>    </u> Boundaries or Features Encroached Upon

**Existing Conditions:** The broader northern section of the park (north of Sixty-seventh Street) is mostly open with a ballfield, two tennis courts and a stone drinking fountain. The terrain slopes gently to the west to form a shallow valley with a small stream. Steps lead down to the old WPA pedestrian bridge crossing the stream. There is a separate play area besides individual pieces of play equipment, picnic tables and limestone barbecue grilles distributed throughout the open park. An older walk in this section has been abandoned. Occasional large shade trees, singly and in groups, define the park edges and the valley, continuing into the southern section (south of Sixty-seventh Street).

The stream here is more manicured, running through the center of the park, which has more numerous trees in open groves including a fine stand of Scotch Pine. A winding walk with ornamental benches runs through the middle of the park to Sixty-eighth Street. There are recent standard concrete sidewalks around both sections of the park.

The valley portion is somewhat overgrown with shrubby evergreens, but the overall impression is of a large well-maintained neighborhood park.

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## 10. INTEGRITY/AUTHENTICITY

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<u>  X  </u> Property Boundary(ies)	<u>  X  </u> Use	<u>    </u> Adjacent Features
<u>    </u> Design/Plan	<u>  X  </u> Design Intent	<u>    </u> Spatial Relationships
<u>  X  </u> Topography/Grading	<u>  X  </u> Vegetation	<u>  X  </u> Scenic Quality
<u>    </u> Architectural Features	<u>    </u> Circulation	<u>    </u> Site Furnishings
<u>    </u> Other Specific Attribute(s): _____		

**Statement of Integrity:** Dunn Park retains much of its integrity of location, setting, feeling and association; it has lost some of its integrity of design, materials and workmanship.

Its original property boundaries have not changed: they were set within

the right-of-way of The Paseo and established as part of the South Paseo Beautification Plan south of Sixty-third Street, started in 1936.

J.V. Lewis' design of the park survives as broad sweeps of grass in the north and smaller tree-shaded areas in the south, the gentle slopes of a shallow stream valley and many trees. But the sunken formal gardens originally designed and built for the south have disappeared.

The basic setting of landform and its trees, many of which have attained some height (over 40 feet), preserve much of the overall scenic intent. With that comes a good sense of feeling for the late 30s WPA period when the park was built. The association with Dunn, Kessler's successor, and with the South Paseo, the spine of the entire park system, are both important connections.

The north park also has an original footbridge and some remnant picnic tables and barbecue grilles from the WPA. But these are in fair condition and there have been some changes in the circulation pattern through both parks - an abandoned walk in the north, and a new bike/jog path in the south - using modern materials and standards of workmanship. The additions have been in response to the need for upgrading and maintenance of the park's facilities, and have been consistent with the park's purpose and character.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

**Statement of Significance:** Dunn Park has some significance in the areas of landscape architecture and community planning.

In the area of landscape architecture, the park is a good example of the larger recreation ground serving the local community, incorporating a natural stream, and making use of WPA funds. The design was service oriented yet included formal gardens (now disappeared), characteristic stonework elements (surviving only as fragments), and tree plantings now at maturity, lending the park considerable distinction. Although the association with Kessler is indirect, the design of the park under the aegis of Kessler's successor, Dunn, after whom the park is named, continues the Kessler tradition.

In the area of community planning, Dunn Park is representative of the large neighborhood park included by Kessler as an integral part of his Parks and Boulevard Plan. It is one of the "chain of small parks" that Kessler envisaged for The Paseo's interior between certain intersecting streets. Each was to be individually tailored to each neighborhood, yet

be "harmonious and subordinate to the whole".

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## **12. INFORMATION SOURCES**

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### **Bibliography:**

Board of Park Commissioners. Index to Minutes.  
Plans No. 11.286, 11.283

Kansas City Journal Post. January 9, 1938.

Kansas City Star. October 28, 1937.  
September 4, 1938.  
October 2, 1949.

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## **13. FORM PREPARATION**

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F3 FOOTBRIDGE, SIXTY-SEVENTH STREET AND THE PASEO

**Historical/Cultural Context:** Concrete steps from West Paseo north of Sixty-seventh Street lead to a footbridge which leads into the northern section of Dunn Park. A creek, left in its natural state, runs along the west side of this section of the park. The footbridge provides a way for recreational users to cross the creek.

In 1936, plans were completed for the beautification of The Paseo from Sixty-third Street to the southern city limits. These plans were prepared by W. H. Dunn, superintendent of parks, and J. V. Lewis, field engineer for the Park Board. The footbridge was constructed in 1938 as part of the improvements in the beautification plan. It was built by WPA laborers under the supervision of J. V. Lewis.

**Description:** The footbridge consists of a concrete arched bridge supported by stone pylons. Metal railings have replaced the original wooden balustrades. A stone retaining wall in deteriorated condition, is located at the sides of the creek bed. At the end of the footbridge at the northwest side are two curved low uncoursed stone walls marking a path to the creek. At the beginning of the walls are rounded stone newel posts which mark the path.

**Integrity:** The footbridge has retained its integrity of design, location, site and part of the materials. The bridge is in good condition however the retaining wall is in poor condition.

**Significance:** Although some of the original materials are gone, the footbridge is significant as an important feature of the design of Dunn Park as well as a surviving improvement from the 1936 South Paseo Beautification Plan.

**Bibliography:**

Kansas City Times. July 1, 1938.

Board of Park Commissioners. Plan No. 11.286.



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P10 GARRISON SQUARE

1. LANDSCAPE NAME

Historic: Garrison Square  
Common/Current: Garrison Square

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 3.04      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE      Check all that apply

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input checked="" type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Garrison Square is classified as a playground by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: Funds for renovating the Field House and grounds have been awarded (1991).

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Fourth Street on the north, Forest Avenue on the east, Fifth Street on the south, Troost Avenue on the west.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Columbus Park Survey, Landmarks Commission, Kansas City, MO

8. CULTURAL/HISTORIC INFORMATION

**Original Landscape Architect/Designer/Planner Name(s):** George E. Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** NA

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** Unknown

**Client/Community Leader Name(s):** NA

**Date(s) of Construction:** 1909, acquisition; 1910-14, construction

**Historic/Cultural Context:** Garrison Square, a block bound by Troost and Forest Avenues and Fourth and Fifth Streets was acquired by condemnation in 1909. The condemnation proceedings were completed on March 5, 1910 at a cost of \$68,825.00.

Containing 3.042 acres, Garrison Square was originally designed as a playground for children of the large "negro" population. The square was named after the Garrison School, which formerly stood on an adjoining tract. The school was named after William Lloyd Garrison, American journalist and abolitionist.

The original field house/community center is still in use today. It was designed by Benjamin Lubschez, an architect with the firm of Adriance Van Brunt and Company. Constructed in 1913-14, it was considered the most modern and "complete year round plant in the system".

#### **Chronology:**

- 1910: George E. Kessler designed the west end of the playground. The square was partially graded and wading pool was constructed.
- 1911: A temporary gymnasium apparatus was purchased.
- 1912: Plans for the construction of the field house were approved.
- 1913: Contracts for the design of the field house were awarded to Adriance Van Brunt and Company, architects and George H. Seidoff Construction Company. Ben Lubschez was assigned as project architect.
- 1914: The field house was completed at a cost of \$55,588.52 and was formally opened to the public on April 27th.
- 1962: The Board of Education conveyed Lots 12, 13, 14 of Tracy's First Addition, of which they owned, to the Park Department for the construction of the junior swimming and wading pool at the northeast corner of Garrison Square. The pool and utility/toilet building were constructed by Christian Construction Company at a cost of \$37,000.

1981: The construction of new playground equipment was done by Country Fair Lawns.

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## 9. EXISTING CONDITIONS

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Condition	<u>  </u> Excellent	Changes	<u>  </u> Unaltered
	<u>X</u> Good		<u>X</u> Altered
	<u>  </u> Fair		<u>X</u> Added to
	<u>  </u> Deteriorated		<u>X</u> Loss or Removal of Features
	<u>  </u> Severely Deteriorated		<u>X</u> Boundaries or Features Encroached Upon

**Existing Conditions:** The site is in two unequal halves. The upper and larger western half is a level grass field containing a baseball diamond with backstop and three large old Elms, along with the old field house and community center building. There is a narrow driveway leading to the building from the northwest corner.

The lower or eastern half has a swimming and wading pool, with a utility and toilet building, and a children's play area containing modern equipment. Several large pines and elms provide shelter and shade.

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## 10. INTEGRITY/AUTHENTICITY

---

<u>X</u> Property Boundary(ies)	<u>X</u> Use	<u>  </u> Adjacent Features
<u>X</u> Design/Plan	<u>  </u> Design Intent	<u>  </u> Spatial Relationships
<u>X</u> Topography/Grading	<u>  </u> Vegetation	<u>  </u> Scenic Quality
<u>X</u> Architectural Features	<u>  </u> Circulation	<u>  </u> Site Furnishings
<u>  </u> Other Specific Attribute(s): _____		

**Statement of Integrity:** Garrison square has retained most of its integrity of location; and some of its integrity of design, setting, materials, workmanship, feeling and association.

Designated with nearby Columbus Square in 1909, its original property boundaries within the street grid have not changed, except for the addition of the site formerly occupied by Garrison School, which was added to the park in 1962.

The design has undergone some changes but important features remain. The upper or western part of the park is still a playing field backed by the original field house (1914). The oval pool and shelter at the Troost Avenue side has gone, as have all of the original furnishings - benches, lights, play equipment. The northeast corner contains recent swimming and paddling pools (1962) and a modern children's playground (1981).

Quite a number of large trees prolong something of the historic setting, particularly as the park is viewed from the west and south sides.

Newer materials and workmanship have been used in the more recent additions and replacements. Unsympathetic chainlink fences around the

pool area, a modern pool building, area lighting for security and standard backboards for basketball have been introduced in response to the need for expanded recreation facilities.

Nevertheless, there is a considerable sense of feeling and association about the park, derived from the survival of the old field house and the old trees, and the park's situation within a neighborhood of small single family homes on narrow lots.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input checked="" type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

**Statement of Significance:** Garrison Square is highly significant in the areas of landscape architecture and community planning.

In landscape architecture, its significance derives from its association with Kessler and the Adriance Van Brunt firm of architects for the field house. Garrison Square is one of the oldest parks (1919). It was a playground associated with a local school; and, even with the loss of the school, the field house continues to serve as the magnet of the community. The park is, perhaps, the best example of what Kessler intended for his original "squares". They were a straightforward and direct provision of active recreation facilities in pleasant surroundings. The field house at Garrison Square was a service-oriented building, given a certain presence and distinction, which quality is still apparent after three quarters of a century.

In the area of community planning, Garrison Square is the closest surviving example of the small park/playground envisaged by Kessler as an integral part of his plan. It is notable, too, in that the park and field house were both exclusively for the black community. It is also important for commemorating William Lloyd Garrison, the noted abolitionist.

Because of the park's significance, every effort should be made to preserve the community building's exterior and to rehabilitate the grounds in ways sensitive to the original design, e.g. following or recalling the forms of the early layout, selecting compatible materials, benches and lights, planting trees in arrangements consistent with the old spatial subdivisions and landscape character.

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## 12. INFORMATION SOURCES

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**Bibliography:**

Board of Park Commissioners. Annual Report, 1909, 1910.  
Index to Minutes.  
Plan No. 11.061

Gableman, Fred. Souvenir The Park and Boulevard, System of Kansas City, Missouri, Board of Park Commissioners, 1920.

Historic Kansas City Foundation Gazette. September/October, 1985.

Kansas City Times. May 2, 1912.  
April 29, 1913.

Plan 11.061, Files, Office of the Board of Park Commissioners,  
Kansas City, Missouri.

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**13. FORM PREPARATION**

---

**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
 F4 GARRISON COMMUNITY CENTER/FIELD HOUSE, 1130 EAST FIFTH STREET,  
 GARRISON SQUARE

**Historical/Cultural Context:** The Garrison Community Center, originally a field house, is located in Garrison Square, midway between Fourth and Fifth Streets and about 300 feet east of Troost Avenue. The building was designed by Benjamin Lubschez of the architectural firm of Adriance Van Brunt and Company. In preparing plans for the building, Lubschez went to Chicago in 1911 to inspect their public bath houses. His plans for the field house at Garrison Square were presented to and accepted by the Park Board in 1912. Construction began in 1913 by the George H. Seidhoff Construction Company. The total cost of construction was \$55,582.00. There are two conflicting dates as to the building's completion and opening, April 27 and June 4, 1914.

The field house originally included an administrative office, gymnasium, auditorium with stage, two club rooms, branch library and a public bath with forty-one showers for men and women. It was constructed for the "negro" community.

In the 1920s, a portion of the building was used as a "colored" day nursery and a baby clinic for "colored" babies. Seventy-eight years later this building still provides for the social needs of the neighborhood.

**Description:** The building is rectangular in shape and measures 47 x 164 feet. It is composed of a two story central unit flanked by one-story wings on the north and south ends. The reinforced concrete structure is faced with various shades of tapestry brick. Cut limestone is used for the water table, window sills and lintels.

The main entrance faces west and consists of three pairs of double doors with multi-panes and transoms. Above the entrance is a wrought iron balcony supported by stone brackets. The original fenestration consisted of multi-light windows with stone sills or sill coursing depending on their location. Each unit is capped with a green tile gable roof.

**Integrity:** This building has retained its integrity of design, setting, location, workmanship, materials, feeling and association.

**Significance:** Garrison Community Center is significant for several reasons. It is significant as a surviving feature of the original Kessler design for Garrison Square. As an outstanding work and one of the few works of the master Benjamin Lubschez, it is significant under Criterion C for architectural and/or design values. At the time of its construction, the Garrison Community Center was built exclusively for the black community which further adds to its significance. Seventy-eight years later, this building is still providing social needs to the nearby community.

**Bibliography:**

Board of Park Commissioners. Annual Report, 1914.

Gableman, Fred. Souvenir: The Park and Boulevard System of Kansas City, Missouri. Kansas City: Board of Park Commissioners, 1914.

Historic Kansas City Foundation Gazette. September/October, 1985.

Kansas City Times. May 3, 1912.  
April 29, 1913.



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P11 HAGERWOOD PARK

1. LANDSCAPE NAME

Historic: Hagerwood Park  
Common/Current: Hagerwood Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 0.35      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Hagerwood Park is classified as a playground by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: Hagerwood Park was acquired by condemnation by the Missouri Transportation and Highway Department in 1990 for the right-of-way of the Bruce R. Watkins Roadway.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: Two triangular-shaped open grass areas, at the intersection of Sixty-fourth Street, Montgall Avenue and Hagerwood Road

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): Unknown

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): Unknown

Client/Community Leader Name(s): B. Haywood and Helen Hagerwood, realtors

Date(s) of Construction: 1923

Historic/Cultural Context: Hagerwood Park consists of two small parcels of parkway totalling 0.35 acres, located on either side of Sixty-fourth Street near Montgall Avenue (now vacated). The land was deeded to the Park Board in 1923 by B. Haywood and Helen Hagerwood, realtors. No information has been found regarding any improvements to this park.

As of December 3, 1990, this tract of land was surrendered to North Highway and Transportation Commission by condemnation action for the proposed right of way for Bruce Watkins Memorial Drive.

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#### 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input checked="" type="checkbox"/> Loss or Removal of Features
	<input checked="" type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

Existing Conditions: This park is undeveloped. It falls within the Bruce Watkins Drive/Roadway right-of-way. The surrounding residential neighborhood has been razed.

---

#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

---

Statement of Integrity: Hagerwood Park retains only its integrity of location; it has lost its integrity of setting, design, materials and workmanship and, therefore, its feeling and association.

Its original property boundaries survive only as curb lines to former residential streets stated to be abandoned for the new freeway.

Apart from isolated trees of some size, its neighborhood setting has disappeared with the razing of properties in the proposed right-of

-way.

In addition, although donated in 1923, there is no evidence of any design for the park and thus, no evidence of original materials or workmanship. Consequently, there is no recall of the site's past feeling or association.

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## 11. SIGNIFICANCE

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<input type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input type="checkbox"/> Example of Particular Style	<input type="checkbox"/> Example of Particular Type
<input type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Qualities:	

---

**Statement of Significance:** Hagerwood Park has no significance as landscape architecture or as an example of community planning.

As landscape architecture, the park appears to have been undeveloped (or only improved in minor ways) and has now been selected for removal.

In community planning, it might have potential significance as typical "parklets" given by real estate interests for neighborhood enhancement in accordance with the principles of the Kessler plan. But as an example, its significance has been lost along with those qualities contributing to its integrity.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. A Story of the Development of the Parks and Recreation Department Published on the Occasion of its Diamond Jubilee. Kansas City: 1967.

Smith, Erle. Cowtown 1890 Becomes City Beautiful 1962. Kansas City: 1962.

Board of Park Commissioners. Plan No. 6.229

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## 13. FORM PREPARATION

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P12 HAWTHORNE PARK

1. LANDSCAPE NAME

Historic: Hawthorne Park  
Common/Current: Hawthorne Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 2.57      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Hawthorne Park is classified as a playground area by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Twenty-sixth Street on the north, Cherry Street on the east, Twenty-seventh Street on the south and Gilham Road on the west.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Midtown Survey, Landmarks Commission, Kansas City. MO

8. CULTURAL/HISTORIC INFORMATION

**Original Landscape Architect/Designer/Planner Name(s):** George E. Kessler, landscape architect by attribution

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** Hare and Hare, 1942. B.C. Construction Company, 1982 renovation

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** E.F. Clarkson

**Client/Community Leader Name(s):** NA

**Date(s) of Construction:** 1901, acquisition; 1982, renovation

**Historic/Cultural Context:** Hawthorne Park is located between Twenty-sixth and Twenty-seventh Streets, Locust (now Gillham Road) and Cherry Streets. This 2.566 acre park was acquired in 1901 at a cost of \$23,460.00. Originally this tract of land was part of Gillham Road with Gillham Road running diagonally through it, creating two triangular parcels. The roadway was discontinued once the park was constructed. The park was given the name "Hawthorne Park" in 1945.

On October 23, 1947, Resolution No. 16361 was adopted approving plans for the improvement of Hawthorne Park. The general plan was begun in 1942 by Hare and Hare, landscape architects. There were several designs and the approved plan was built in 1947-1948, including paddle tennis, wading pool, swings, croquet lawn, shuffleboard courts, trees, shrubberies, walkways and a utility building. Although additional improvements were made to the park in 1981-82, much of the Hare and Hare design remains today.

**Chronology:**

1942: Hare and hare prepared grading plans.

1943: Superintendent of parks was authorized to proceed with temporary improvements to the park.

1948: A single circular wading pool twenty feet in diameter was constructed at a cost of \$2,500.00. In addition a toilet /utility building designed by Edward Buehler Delk, was constructed at a cost of \$13,942.96 by the J.A. Tobin Construction Company. Recreational equipment as well as plantings were installed.

1981: The Master Plan for the redevelopment of Hawthorne Park was approved by the Park Board. The improvements included basketball pads, tennis courts and wading area.

1982: The contract for improvements was awarded to B.C. Construction Company.

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**9. EXISTING CONDITIONS**

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input checked="" type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input checked="" type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input checked="" type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** The entire park is terraced from southeast to northeast with a series of limestone retaining walls, some of which are topped with chain link fences. A play area is located in the northeast corner and a brick comfort station (closed) on the east boundary.

The uppermost terrace in the southeast corner consists of a formal design of six feet wide sidewalks and a grove of Washington hawthorns. The intermediate terrace includes an informal ballfield and two basketball courts. In the southwest corner of the lowest terrace are two tennis courts.

The park is overall well maintained.

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#### 10. INTEGRITY/AUTHENTICITY

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<input type="checkbox"/> Property Boundary(ies)	<input type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

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**Statement of Integrity:** Hawthorne Park has lost its integrity of location, design, materials and workmanship; and consequently, much of its integrity of setting, feeling and association.

The original property boundaries established in 1901, as part of the Gillham Road right-of-way, were changed when Gillham Road was relocated in 1942-1943 from the diagonal crossing the park from northeast to southwest (as shown on the 1919 Atlas Map) to the west side of the park, formerly Locust Street.

At that time, the original design attributed to Kessler and about which little is known was made obsolete. A new design was prepared by Hare and Hare, the nationally prominent Kansas City firm of landscape architects, in 1942 and built in 1947-1948. This design of several terraces with limestone retaining walls is of interest, and carries on a tradition of stone walls which Kessler frequently used, e.g. in Observation, Roanoke and Spring Valley Parks (P20, P21 and P24, respectively). The large shade trees are likely survivors from the Hare and Hare period. More recent improvements (1981, 1982) have updated the recreation facilities using modern materials and standards of workmanship, while preserving much of the Hare and Hare work.

The setting of the park as a square within the street-grid pattern in an area of modest free-standing homes on narrow lots, and small apartment buildings, has changed somewhat as the neighborhood has declined, buildings have aged and lots have been vacated. Nevertheless, the park

still evokes something of the feeling of a small neighborhood park of the type Kessler included as an essential part of his plan. This and the link through Hare and Hare to the Kessler tradition keep something of the association alive.

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## 11. SIGNIFICANCE

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<input type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input type="checkbox"/> Example of Particular Style	<input type="checkbox"/> Example of Particular Type
<input type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Qualities:	

---

Statement of Significance: Hawthorne Park has no or little historic significance as either landscape architecture or community planning.

In landscape architecture, the boundary changes to the park eliminated the original design and, thence, its historic significance. Depending on one's attitude to the more recent Hare and Hare design, it could be argued that the park has some significance on this account. But although the basic layout of the Hare and Hare design is recognizable, the more recent improvements were not particularly sensitive to it.

In community planning, the park has lost all or most of its social significance for the same reasons. Even allowing for the Hare and Hare contribution, the neighborhood relationship is not strong and, therefore, the park's significance at best is only minor.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Report, 1951-52.  
Index to Minutes.  
Plan Nos. 6.183, 7.171

Board of Park Commissioners. A Story of the Development of the Parks and Recreation Department Published on the Occasion of its Diamond Jubilee. Kansas City: 1967.

Smith, Erle. Cowtown 1890 Becomes City Beautiful 1962. Kansas City: Board of Park Commissioners, 1962.

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## 13. FORM PREPARATION

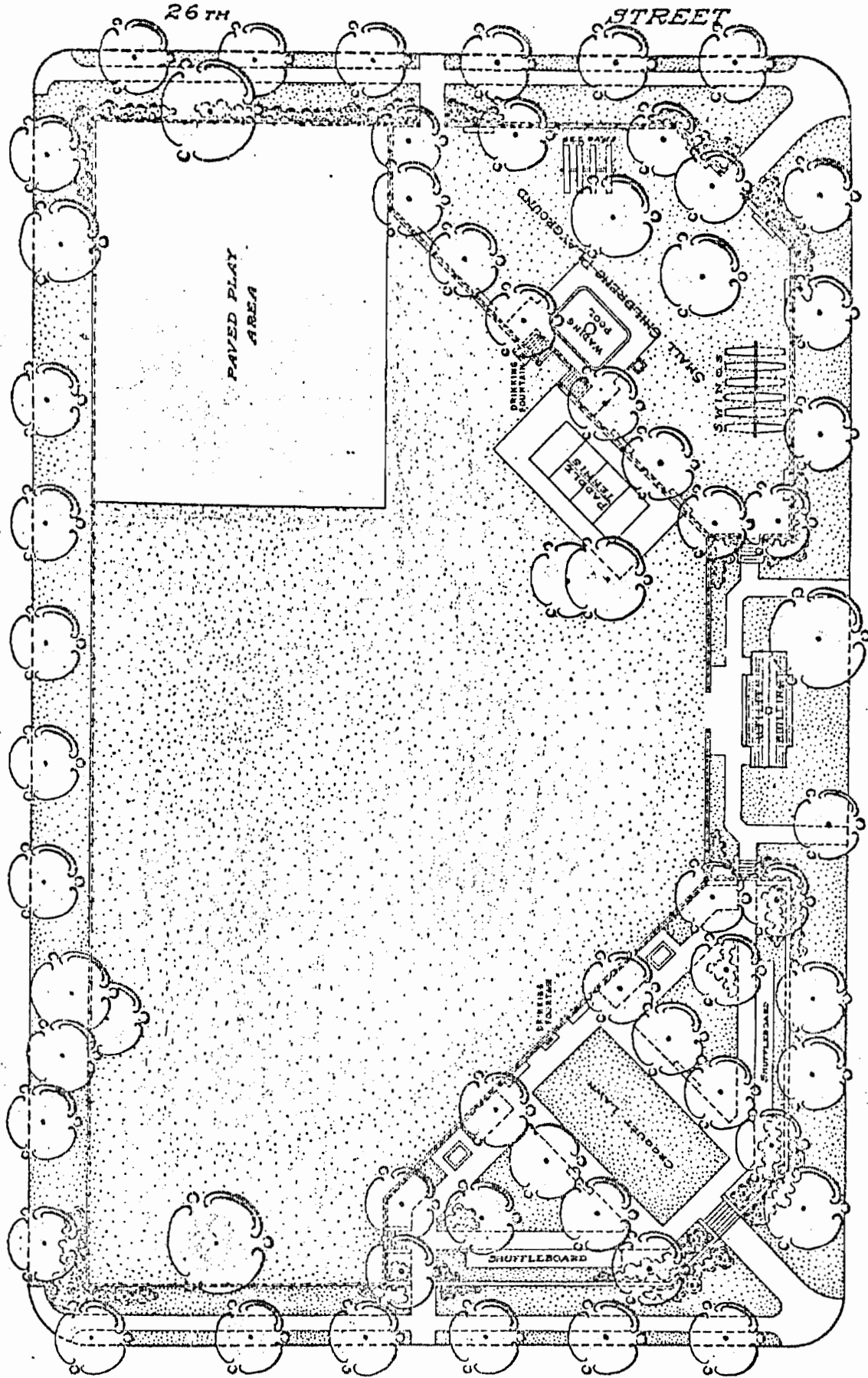
---

Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
Street Address: 30 West 22nd Street  
City/Town: New York State: New York Zip Code: 10010  
Phone: (212) 243-7478 Fax: (212) 243-7592 Date: 3/91



GILLHAM ROAD

26 TH STREET



27 TH STREET

CHERRY STREET

GENERAL PLAN FOR

HAWTHORNE PARK  
RACON CO., N.Y.

BOARD OF PARK COMMISSIONERS

J.V. LEWIS, SUPT. OF PARKS

HARR & HARR LANDSCAPE ARCHTS

M. I. Agnew  
July 21, 1922





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P13 HOSPITAL HILL PARK

1. LANDSCAPE NAME

Historic: City Hospital Park  
Common/Current: Hospital Hill Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 5.68      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanic Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other:		

Brief Description of Type: Hospital Hill Park is classified as a neighborhood park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Twenty-second Street on the north, the complex of hospitals on the east (Western Missouri Mental Health Center, Truman Medical Center, School of Dentistry, and Children's Mercy Hospital), Twenty-fourth Street on the south and Gillham Road on the west.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other:	

Title of Survey and Depository of Records: Midtown Survey, Landmarks Commission, Kansas City, MO



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**8. CULTURAL/HISTORIC INFORMATION**

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Original Landscape Architect/Designer/Planner Name(s): George E. Kessler, landscape architect

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): John Spitcaufsky, contractor

Client/Community Leader Name(s): NA

Date(s) of Construction: 1908, 1910, 1912, acquisition

Historic/Cultural Context: Hospital Hill Park, originally called City Hospital Park, is located on the east side of Gillham Road between Twenty-second and Twenty-fourth Streets. This 5.68 acre park including a 0.12 mile roadway was acquired by condemnation. In 1908 the Park Board had plans prepared for condemning land between the then City Hospital and east of Locust Street. Land lying between Old and New City Hospitals was condemned in 1910 for a public park. In 1911 a park was established north of City Hospital. Finally by 1912 the grounds surrounding General Hospital were placed under the control of the Park Board.

**Chronology:**

1908: City Hospital Park was condemned by the Park Board under Ordinance No. 794.

1913: Houses on Hospital Hill Park grounds were advertised to be sold.

1914: John Spitcaufsky was awarded the grading contract for the eastern portion of Hospital Hill Park which was completed in that same year. In addition fifty-five ornamental electrical lamp standards were installed at Gillham Road between Twenty-second Street and Grand Avenue and Twenty-fifth and Locust Streets, Permission to generate power to lamps came from the hospital.

1916: Dirt was dumped in the park on Twenty-fifth Street between Gillham Road and Locust Street. In addition the tennis courts adjacent to City Hospital were resurfaced. Plans for a roadway from Twenty-second Street and Gillham Road to the hospitals was prepared.

1921: A strip of land west and adjacent to McCoy Street from Twenty-third to Twenty-fourth Streets was placed under the control of the Park Board.

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**9. EXISTING CONDITIONS**

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Condition	<u>    </u> Excellent	Changes	<u>    </u> Unaltered
	<u>  X  </u> Good		<u>  X  </u> Altered
	<u>    </u> Fair		<u>  X  </u> Added to
	<u>    </u> Deteriorated		<u>  X  </u> Loss or Removal of Features
	<u>    </u> Severely Deteriorated		<u>  X  </u> Boundaries or Features Encroached Upon

**Existing Conditions:** This urban park lies immediately west of the Truman Medical Center and the Western Missouri Mental Health Center, between them and Gillham Road. As the name implies, it is situated on high ground with views of the Central Business District and Crown Center.

The park is bisected by a four foot walk in an east-west direction. Recreational facilities include a swing set at the north end, a ball diamond with backstop and a basketball court. Around the central open space and along the street frontages are large avenue trees which collectively make a striking composition. They are predominantly Elms and Silver Maples.

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#### 10. INTEGRITY/AUTHENTICITY

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<u>    </u> Property Boundary(ies)	<u>  X  </u> Use	<u>    </u> Adjacent Features
<u>    </u> Design/Plan	<u>  X  </u> Design Intent	<u>    </u> Spatial Relationships
<u>  X  </u> Topography/Grading	<u>  X  </u> Vegetation	<u>  X  </u> Scenic Quality
<u>    </u> Architectural Features	<u>    </u> Circulation	<u>    </u> Site Furnishings
<u>    </u> Other Specific Attribute(s): _____		

**Statement of Integrity:** Hospital Hill Park retains most of its integrity of location, setting, feeling and association; and some of its integrity of design, workmanship and materials.

This park is an old park designated 1908-1910 in association with the City Hospital. The property boundaries were modified several times as the old and new hospital were consolidated, Gillham Road and Locust Street were realigned (dotted line in the 1919 Atlas) and Twenty-second Street was extended across the park to Gillham Road (planned in 1916 but not shown in the Atlas). Since these property adjustments occurred in the early years of the park, it is believed that the Kessler design responded to them.

The design history is obscure but the evidence of Kessler's involvement seems strong. The ground shaping connected with the realignment of Gillham Road and Locust Street (on a west-facing hillside) has the same flowing characteristics that Kessler had demonstrated in Penn Valley Park nearby. The planting on the hilltop is a mixture of avenue trees and naturalistic groups, some of very large size and of specimen quality (including some prize elms).

Some of the park's smaller features (flower beds, site furnishings, etc.) have been lost, but the trees and greensward are impressive reminders of the park's original materials and workmanship. Although there have been landuse changes (particularly on the west side with the Crown Center Development), the setting of the park on a hilltop with a view of the Central Business District is still highly effective: the

park is an oasis in a heavily urbanized part of the city.

The great trees and spacious grass communicate a strong sense of time and place, and because there are few recreational facilities, a special feeling about the park's original purposes: to provide pleasant surroundings for the patients of abutting medical institutions. The association with Kessler through the old and new city hospitals, and their subsequent enlargement and modernization is still apparent.

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## 11. SIGNIFICANCE

---

<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input checked="" type="checkbox"/> Cultural Significance	<input checked="" type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Qualities:	

---

Statement of Significance: Hospital Hill Park is highly significant in the area of landscape architecture and community planning.

In landscape architecture it is an excellent example of Kessler's design skills in engineering, grading and planting. The very large specimen trees are likely original and approaching 70 years old. The quality of Nature amidst urban surroundings is remarkable, and made even more so by the view of today's downtown skyscrapers.

In community planning it is especially significant as a Kessler park associated with city hospitals. In this, Kessler was expressing his belief in the "healing" process of Nature. He believed, along with the earlier Transcendentalists that the prospect of trees and pastoral environments was helpful to people's psychic and physical condition and therefore, particularly useful for exercise and introspection during convalescence. Like Olmsted, Sr. and Jacob Weidenmann before him, he felt that the institutional grounds should be "park-like." A further extension of this point of view is seen in the fact that Hospital Hill Park is associated with the City Hospitals: a "General Hospital and a General Hospital No. 2 for Negroes" (Parks Report, 1940-1941, p. 62). Kessler did not endorse the provision of separate facilities for whites and blacks: he saw the park as a democratic public ground, open to all irrespective of race or ethnic background.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Report, 1941.  
Index to Minutes.  
Plan Nos. 9.232, 12.58

Smith, Erle. Cowtown 1890 Becomes City Beautiful 1962. Kansas City:

Board of Park Commissioners, 1962.

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**13. FORM PREPARATION**

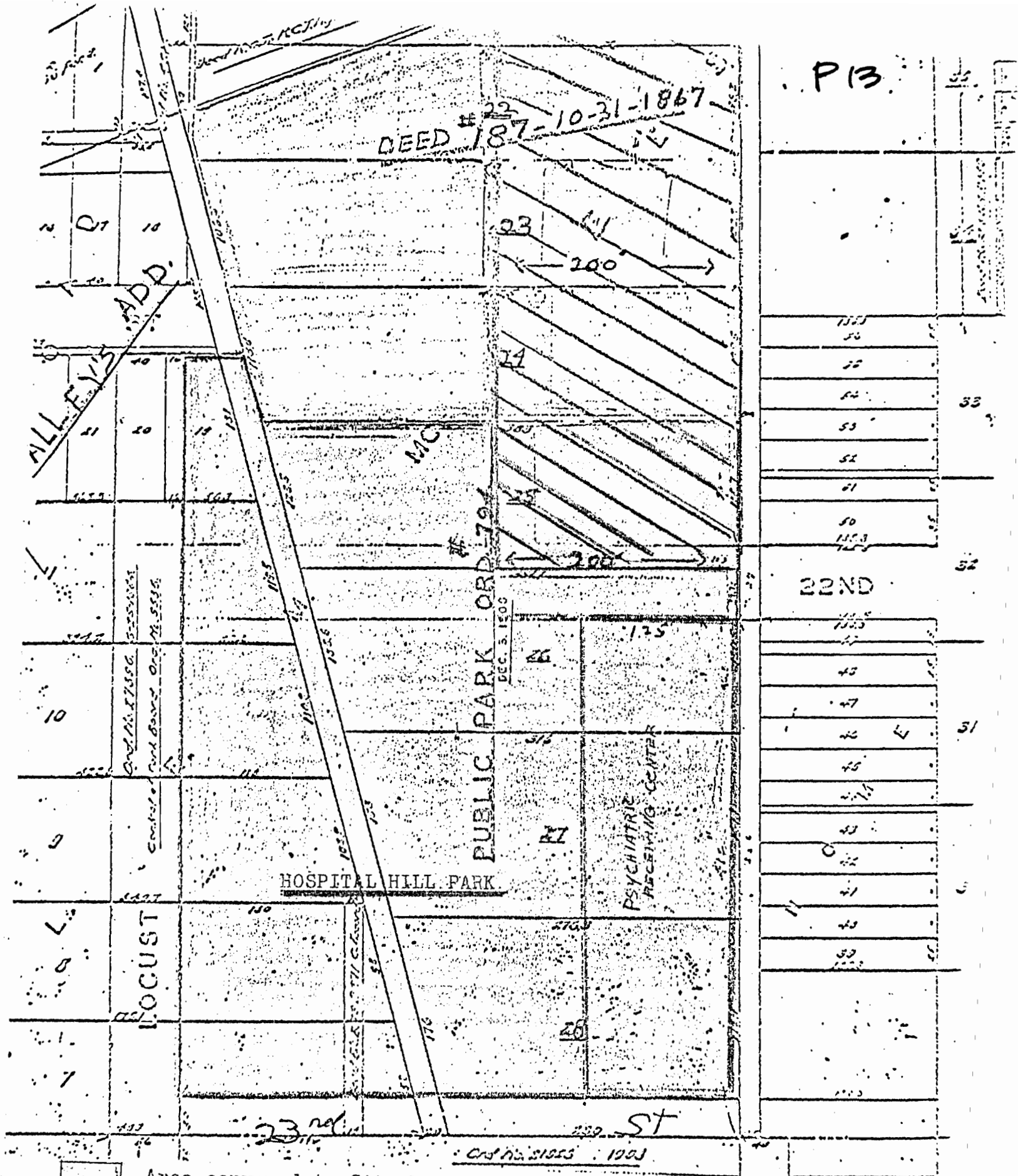
---

**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)

**Street Address:** 30 West 22nd Street

**City/Town:** New York      **State:** New York      **Zip Code:** 10010

**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91



[Solid Black Box] Area conveyed to City by Ord. #794 - 11/30/08 for use as public park.  
 [Diagonal Lines Box] Area cross-hatch conveyed to State of Mo. by Warranty Deed, dated 4/14/64 - Ordinances relating #28441-1/25/63 & #29726-3/12/64  
 [White Box] Area outlined is occupied by Psychiatric Receiving Center - City st owns both LAND AND BUILDING.



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P14 HYDE PARK

1. LANDSCAPE NAME

Historic: Hyde Park  
Common/Current: Hyde Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 0.35      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Hyde Park is classified as a neighborhood park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Between the northbound and southbound segments of Gillham Road, divided in this section between Thirty-sixth and Thirty-eighth Streets.

7. REPRESENTATION IN OTHER SURVEYS

<input checked="" type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Hyde Park Historic District, Landmarks Commission, Kansas City, MO

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): George E. Kessler, landscape architect

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): Unknown

Client/Community Leader Name(s): NA

Date(s) of Construction: 1887-88, construction; 1902, acquisition

**Historic/Cultural Context:** Hyde Park lies in a small valley between the east and west roadways of Gillham Road (originally Oak Street and McGee Trafficway) from Thirty-sixth to Thirty-eighth Streets. It was designed originally as a private enterprise project in 1887-88. In the late 1880s a syndicate was formed and forty acres of land were purchased for residential development which included this small valley. The forty acres were subdivided into city lots and soon became a new high-priced residential section of the Town of Westport.

The narrow, two block long patch of ground, with steep slopes and limestone outcroppings, now Hyde Park, was located in the midst of this new development. Nearby property owners and real estate investors feared that this "undesirable" land would become an area for cheap shacks, bringing down the value of neighboring property.

Several owners got together and purchased the "undesirable" land in 1887 and it was "turned over to Kessler" in the same year to prepare a plan for the land which would protect the entire neighborhood. Kessler transformed the ravine and slopes into a two block narrow park. He preserved its natural features - limestone outcroppings and trees. He laid out walks, planted shrubbery, furnished seating and most importantly built a road encircling the edge of the park. He encouraged home builders to front their homes on the park. The result was that the frontages on Hyde Park were purchased quickly and were especially attractive sites for new homes. Kessler's concepts displayed in Hyde Park were later transferred to the Kansas City park system.

Eventually, Hyde Park became the Hyde Park Country Club, the predecessor to the Kansas City Country Club. The club was organized in 1896 and began as a neighborhood club for Kansas City families who lived around Hyde Park. Tennis courts, croquet and archery grounds were maintained by the club in Hyde Park. In January 1902, Hyde Park was acquired by the Park Board as part of a condemnation for Gillham Road.

#### **Chronology:**

1899: C.J. Hubbard offered property between Thirty-sixth and Thirty-eighth Streets, McGee and Oak Streets for park purposes.

1905: Swings on the brow of the hill in the park were moved.



- 1906: Four pressure gasoline lamps were purchased for the park.
- 1907: A comfort station near Thirty-seventh Street was built in the park at a cost of approximately \$2,300.00. In addition the south end of the park was graded and seeded. Surplus trees from the park were transplanted to Harrison Boulevard.
- 1911: Communication from Elmer William concerning the erection of a stone wall on the north side of Gillham Road east of McGee Street.
- 1914: Studies for an ornamental terrace, fountain and steps were approved as a feature for the north end of the park. The estimated cost was \$20,000. The plan never materialized due to the lack of money.
- 1915: A survey was made in Hyde Park by A.E. Shirling, a Kansas City naturalist, showing that the park contained sixty one varieties of American trees.
- 1980s: Comfort station removed, improvements made including rebuilding tennis courts.
- 1989: Rebuilt stonewall on north end.

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## 9. EXISTING CONDITIONS

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Condition	<input checked="" type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input checked="" type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features
			<input type="checkbox"/> Encroached Upon

**Existing Conditions:** Hyde Park is a narrow south-facing valley with steep north, east and west sides. A limestone retaining wall on the north side includes two sets of stairs that lead down to two tennis courts. A four feet wide sidewalk winds through the center of the park to a play area at the south end. Groups of large shade trees clad the slopes and enclose the park on three sides.

The park's favored beginnings and historic development as a country club is apparent in its integrated plan for the neighborhood and park, the striking topography, the collection of mature trees and the high level of upkeep.

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## 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input checked="" type="checkbox"/> Adjacent Features
<input checked="" type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input checked="" type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input checked="" type="checkbox"/> Vegetation	<input checked="" type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

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**Statement of Significance:** Hyde Park has retained its integrity of location, design, setting, materials, workmanship, feeling and association.

Its property boundaries go back to 1887, preceding the Parks and Boulevards Plan by six years. Its design as a valley park encircled by a road with properties fronting the park is still intact and remarkably complete: the steep side-slopes befitting a former ravine, the winding walks through it and the rich collection of trees.

Original materials and workmanship survive in the limestone retaining walls and stairs accessing tennis courts at the north end which still exist in their original location. Walls and stairs have been well maintained over the years. The length and height of the walls make them an important feature of the design. Their construction is a fine example of a Kessler and Kansas City tradition of stonework (seen in other parks of the period, e.g. Observation, Roanoke and Southmoreland Parks).

A good number of trees are likely original and together with the groundform and other built elements, preserve much of the setting of the early park: the character of a closed-in valley, the narrowly interlocking sequence of spaces as one moves through it, and the scenic quality of forest trees in groups cladding its side slopes.

The change from country club to neighborhood park in 1897 (involving the relocation of the building to Loose Park) and its incorporation into the Gillham Road right-of-way in 1902 were accomplished without loss to the park's character or composition. Consequently, the feeling it communicates of an earlier time and place is especially strong. Its association with Kessler, August Meyer (who became the first President of the Park's Board) and the beginnings of the Kansas City, MO parks system is a very important link which has endured through an uninterrupted history of over one hundred years.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input checked="" type="checkbox"/> Cultural Significance	<input checked="" type="checkbox"/> Important Landmark
<input checked="" type="checkbox"/> Important Artistic Statement	<input checked="" type="checkbox"/> Unique Regional Expression
<input checked="" type="checkbox"/> Use of Unique Materials	<input checked="" type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input checked="" type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Qualities:	

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**Statement of Significance:** Hyde Park has exceptional significance in the area of landscape architecture and community planning.

In landscape architecture, it is the first of several Kessler designed valley parks anchoring residential neighborhoods which has survived essentially unchanged (another being Southmoreland Park, P23). It is a complete demonstration of how a piece of "difficult" land was

transformed through design into an asset that not only made the neighborhood highly desirable and raised property values, but provided a recreational resource to the community that continues to fully function in this capacity after a century of use.

In community planning, Hyde Park is an important housing prototype for Kansas City and is referred to nationally as a successful example of a park serving as a social center for the homeowners living around it. When this relationship was formalized as the Hyde Park Country Club (which was the predecessor of the Kansas City Country Club), Hyde Park played a formative role in Kansas City's social history.

When the park was absorbed into the Gillham Road right-of-way, it became one of the "chain of parks" that Kessler liked to incorporate into his major boulevards. The form that Hyde Park took was dictated by the terrain. It shows how a boulevard can divide around a wide median to preserve an important natural feature and create a significant social amenity.

Finally, Hyde Park is especially significant for bringing Kessler and August Meyer together and establishing the relationship between Kessler and the first Park Board chaired by Meyer, out of which came the 1893 Plan for the park system.

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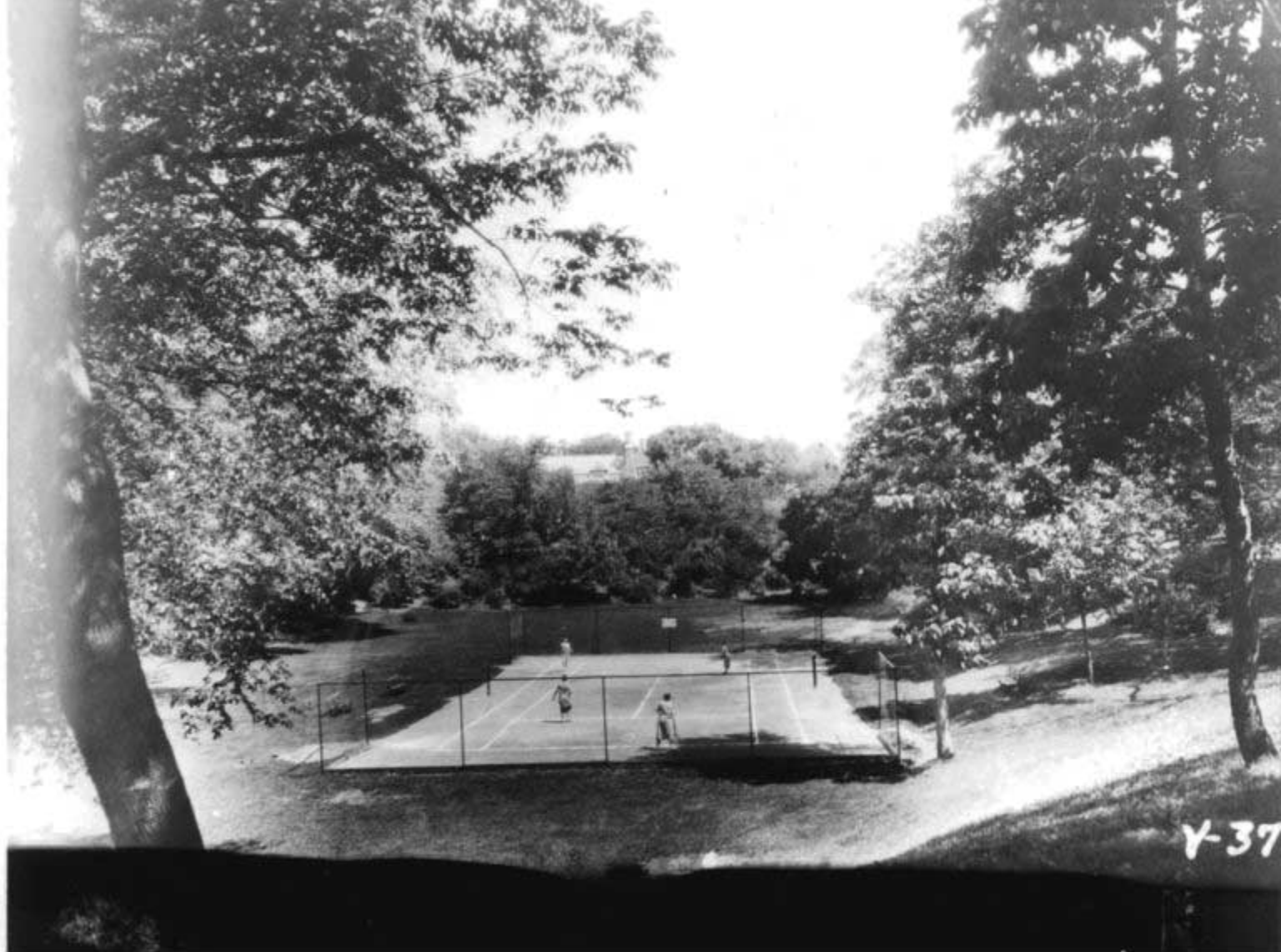
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## **13. FORM PREPARATION**

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
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**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
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Y-37

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P15 INDEPENDENCE PLAZA

1. LANDSCAPE NAME

Historic: Independence Plaza  
Common/Current: Independence Plaza

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 1.73      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input checked="" type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanic Garden
<input type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
Other: _____		

Brief Description of Type: Independence Plaza is classified as a playground area by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: North and south sides of Independence Boulevard between Brooklyn Avenue on the west and Park Avenue on the east.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
Other: _____	

Title of Survey and Depository of Records: None known.

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): George E.

Kessler, landscape architect

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): J. Halcro (retaining wall)

Client/Community Leader Name(s): NA

Date(s) of Construction: 1899, acquisition; 1900, construction

**Historic/Cultural Context:** The 1.73 acres which comprise Independence Plaza was originally discussed in the first official Park Report of 1893. In the report, Kessler recommended two small reservations "namely one-half block each on the north and south sides of Independence Avenue between Brooklyn and Park Avenues to be known as Independence Plaza." Kessler felt that the location for this park (and Walnut Grove) would "add the advantage of increasing very materially the beauty and value of the two boulevards upon which they are located."

Before acquisition, this tract of land for Independence Plaza contained deep gullies on either side of Independence Avenue occupied by cheap houses and shops "which were not likely to be improved or replaced by better structures."

After the park was developed, the Board of Park Commissioners stated that it was "one of Kansas City's park object lessons most impressive to strangers." The successful project illustrated what planned improvements could do for a surrounding neighborhood.

George E. Kessler and John Van Brunt (separately) had prepared several plans for Independence Plaza which included a covered stone colonnade. It is uncertain whether or not this elaborate structure was ever constructed.

#### **Chronology:**

1895: A resolution adopted to select land on both sides of Independence Avenue for park purposes.

1899: Condemnation costs for land for Independence Plaza total \$133,922.

A revised plan for Independence Plaza including elevation of retaining wall prepared by George E. Kessler (see plan Nos. 12.069, 12.078).

1900: A proposal from Dugan cut stone for the retaining wall accepted.

A contract from J. Halcro for construction of the retaining wall accepted.

1909: According to the Annual Report of 1909, the improvements for

Independence Plaza were complete including installation of shrubbery, walks and benches.

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## 9. EXISTING CONDITIONS

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Condition	<u>    </u> Excellent	Changes	<u>    </u> Unaltered
	<u>  X  </u> Good		<u>  X  </u> Altered
	<u>  X  </u> Fair		<u>  X  </u> Added to
	<u>    </u> Deteriorated		<u>  X  </u> Loss or Removal of Features
	<u>    </u> Severely Deteriorated		<u>    </u> Boundaries or Features
			Encroached Upon

**Existing Conditions:** This park is on both north and south sides of Independence Boulevard. Along the south property line and returning north on Park Avenue is an old, squared stone retaining wall, part of the original Kessler design. The southern half of the park has contemporary play equipment and a small concrete paved area with benches ringing a large old American elm. The edges of the park have recently installed concrete sidewalks. In various separate locations in the park are other remnant stone piers, walls and steps showing the characteristic Kessler workmanship.

There are a few large and small trees and, in particular, a row of avenue trees on the south side of Independence Boulevard. Three story garden apartments, still frame the park on its north and southwest sides; residents continue to enjoy the oasis of green that the park provides.

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## 10. INTEGRITY/AUTHENTICITY

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<u>  X  </u> Property Boundary(ies)	<u>  X  </u> Use	<u>  X  </u> Adjacent Features
<u>    </u> Design/Plan	<u>  X  </u> Design Intent	<u>    </u> Spatial Relationships
<u>  X  </u> Topography/Grading	<u>    </u> Vegetation	<u>    </u> Scenic Quality
<u>    </u> Architectural Features	<u>    </u> Circulation	<u>    </u> Site Furnishings
<u>    </u> Other Specific Attribute(s): _____		

**Statement of Integrity:** Independence Plaza retains its integrity of location; much of its integrity of setting; but only some of its integrity of design, materials, workmanship, feeling and association.

Its **property boundaries** are those mentioned by Kessler in the 1893 report and designated in 1895, "namely one-half block each on the north and south sides of Independence Avenue", later Independence Boulevard. The **setting** of the resultant "square" is still much as it was: the north side is fronted by the original three-storey walk-up apartment building shown in the 1919 Atlas and other small apartment buildings around survive from the early 20th century, albeit in various conditions.

The Kessler design of Independence Plaza went through several reiterations and John Van Brunt prepared a series of designs for parapet walls for the northern half of the park. An elaborate colonnade was proposed: it outlined shows in the 1919 Atlas (?) which also includes a circular flowerbed recorded in an earlier photograph of 1903. There is no trace of either today.

Several limestone walls, piers and steps have survived and, in particular, a substantial wall with piers retains much of the southern half of the park. These with the refined study by Van Brunt give a good idea of the quality of the original **design, materials and workmanship** that went into the park's construction. The vegetative components of the design appear to have been entirely replaced. Some of these - such as the row of avenue trees on the south side of the boulevard - carry out the original design intent. But the ornamental qualities of the early planting seem to have been greatly simplified over the years.

Because of this, the sense of feeling and association is not strong, even though the physical condition of the park at the time of the survey was generally good. And, it was obvious that the historic social functions of the park as a community gathering place were still very much in operation.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input checked="" type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

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**Statement of Significance:** Independence Plaza is highly significant for landscape architecture and community planning.

Despite its loss of original design features, it is significant in the area of landscape architecture for being one of the oldest small neighborhood parks/playgrounds in the system, straddling one of its most important crosstown boulevards. Although not particularly apparent today, its construction involved the filling of deep gullies to create buildable sites, partially revealed in the original stone walls that have survived.

In community planning, it is a prime example of a characteristic Kessler device, a small park on either side of a major boulevard (perhaps the prototype for Linwood Plaza, P3), providing center, focus and stabilizing open-space feature to the surrounding neighborhood. In this case, it converted a "nuisance" into a community asset, and its early success made Independence Plaza very influential. Because of its importance in the early development of the park system, perhaps it should be considered for a future community project, including in-fill housing to replace substandard structures in conjunction with a park retrofit to replace some of its original features.

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## 12. INFORMATION SOURCES

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### **13. FORM PREPARATION**

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Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
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Date: 3/91





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P16 LOOSE PARK

1. LANDSCAPE NAME

Historic: Jacob L. Loose Memorial Park  
Common/Current: Loose Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 74.08      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input checked="" type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input checked="" type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input checked="" type="checkbox"/> Water Feature
<input checked="" type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input checked="" type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Loose Park is classified as a community park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: The lake is being rehabilitated (1991).

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: Fifty-first Street on the north, Wornall Road on the east, Fifty-fifth Street on the south and Summit Street on the west.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Sunset Hills Survey, Landmarks Commission, Kansas City, MO

8. CULTURAL/HISTORIC INFORMATION

**Original Landscape Architect/Designer/Planner Name(s):** Sid J. Hare and S. Herbert Hare, landscape architects; Keene and Simpson (gateway)

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** Hare and Hare, landscape architects; park staff; A. Archer

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** Cahill Construction Company (lily pond); WPA (lake and wall fountain); J.V. Lewis (comfort stations)

**Client/Community Leader Name(s):** Mrs. Jacob L. Loose (Ella C.); Kansas City Rose Society; Junior League of Kansas City; Mr. and Mrs. Richard Bloch

**Date(s) of Construction:** 1927, acquisition; 1930-1940, 1941-42, 1947, 1964, 1970, construction

**Historical/Cultural Context:** The land that now comprises the Jacob L. Loose Memorial Park, located between Fifty-first and Fifty-fifth Streets, Wornall Road and Summit Street was officially deeded to Kansas City by Mrs. Ella Clark Loose on May 9, 1927, and accepted by the Board of Park Commissioners on May 20. Given to the City as a memorial to her late husband, Jacob L. Loose, who died in 1923, the 78 acres was the site of the Kansas City Country Club. The old country club property, including a clubhouse, swimming pool and a lagoon was purchased from the Ward estate by Mrs. Loose for \$500,000. (The Country Club had formally leased the land from the Wards.) After the sale to Mrs. Loose, thirty acres of that property was retained by the Ward Investment Company and was maintained as a part of their Sunset Hill residential development directly to the west and south of the park.

Prior to the acceptance of Mrs. Loose's deed, Kansas City's leaders for several years had sought to have the U.S. government make the entire country club tract into a National Park in commemoration of the Battle of Westport in the Civil War, which was fought on the site. That plan failed when Congress did not appropriate funds for that purpose.

The deed to the gift of the property stated that Mrs. Loose was desirous of giving the parkland to the City "for the purpose of providing a public park for the benefit and enjoyment of the public generally and more particularly for the children, who may from time to time live in Kansas City, the interest in whom was uppermost at all times in the mind of the late husband of the grantor, Jacob L. Loose."

Ella C. Loose stipulated in her deed as a requirement for her gift to the City that "the park be used particularly as a quiet restful area rather than as a recreational area." Mrs. Loose wanted no monuments, memorials or statues (without approval), no automobiles except those allowed at a parking area to be provided by the north entrance, and no golf links, football fields or baseball diamonds, permanent ovens or camp stoves. The terms of the deed also stated that "all the buildings" on the property shall be torn down, removed within one year and replaced by approved structures within two years. The replacements

figures each hold bowls from which water trickled into retaining basins. From 1946 (when the statues were recast) until last fall, the water elements did not function. Fortunately, they now appear as they were originally designed.

The last major improvement in Loose Park was the construction of the Loose Park Garden Center, a two-story "U"-shaped stone building designed by Monroe and Lefebvre. The \$146,000 building was constructed from bond fund money with the aid of a \$35,000 contribution from the Ella C. Loose Foundation. The building was completed in 1958.

### **Chronology:**

1927: A deed conveying property for a public park from Mrs. Jacob L. Loose accepted by the Board of Park Commissioners.

The Board of Park Commissioners proposes to buy an additional 30 acres west of Loose Park. Property owners oppose proposal.

1928: The old Kansas City Country Club Clubhouse, located at 51st and Wornall, was demolished. The club relocated at 62nd and Indian Lane.

1929: S. Herbert Hare, consultant to the Board of Park Commissioners, prepares preliminary plans for Loose Park, including a conservatory, perennial garden and pool.

1931: Permission granted to the Kansas City Rose Society to construct a rose garden designed by Hare and Hare. Permission was also granted to the Elizabeth Benton Chapter of the DAR to plant a grove of 13 elm trees in the southeast corner of the park. Representing the 13 colonies, the grove was planted in connection with the George Washington Bi-centennial.

1932: Park Board authorizes and directs the landscape architects to proceed with the construction of the rose garden.

1934: Kansas City Gardens Association permitted to construct a native stone lily pond in the rose garden.

Federal relief workers complete cleaning and enlarging of the lake at Loose Park. The banks were rip-rapped with stone and an improved drainage system installed.

1935: Cahill Construction Company's work on the lily pond accepted by the Park Board.

Kansas City Rose Society granted permission to further develop and complete steps on the north approach to the rose garden.

1936: Plans for stone entry, a semi-circular drive, field house, proposed for Loose Park. In addition, playgrounds, tennis courts, shuffle board and a bowling green were planned.

however, did not occur until twelve years later.

Acceptance of the deed also entailed the widening and paving of the Wornall Road and constructing Summit Street on the west side of the park. The latter was agreed to by the Ward Investment Company. The Wornall Road improvement was partially funded by the City with the remainder of the cost levied in taxes from the West Park District.

Actual planning for the new park began in 1929, carried out by the members of the Board in assistance with S. Herbert Hare, consulting landscape architect. The plan was to develop a conservatory as a focal point of the park with surrounding gardens and paths. Tennis courts, playgrounds, a shelter house and pool were included in the scheme. Because of a lack of funds, the conservatory was never built, although tennis courts, a playground and wading pool were all constructed and were situated just west and south of where the main drive is today. These amenities were removed when the present Pavilion was constructed in 1939.

In 1931, the Board of Park Commissioners reserved one and one-half acres in Loose Park to be used for a rose garden to be sponsored by the Kansas City Rose Society. The planting plan was drawn by Sid J. Hare while the overall plan, which called for a central pool, four large rose beds and trellises, was created by Hare and Hare. By February, 1932, grading for the rose garden was well underway and by the close of 1937 the rose garden was completed. Formal dedication did not occur until May, 1939.

In addition to the rose garden, now called the Laura Conyers Smith Municipal Rose Garden, several other features were added to Loose Park during the 1930s. The prominent entrance gate, located at the northeast corner of Loose Park was designed by Keene and Simpson and constructed in 1937. The entrance to the Municipal Rose Garden was constructed in 1939, the same year a cast-stone pavilion and stone utility house were built. The pavilion, which was to be provided by the Board as stipulated in the deed, was actually paid for by Mrs. Loose.

During the 1940s, several improvements to the park were made. The lake, which had been enlarged and cleaned in 1934, was significantly altered by the WPA. Four concrete tennis courts were opened to the public located off Summit Street; they were also used for roller-skating in the spring and fall and in the winter they were flooded for ice-skating. A new wading pool was constructed and additional playground equipment installed. Against the original stipulation in the deed, Mrs. Loose approved the installation of several picnic ovens. As a memorial to her late husband, a statue of Jacob L. Loose was unveiled in 1941.

In addition to its involvement with the Loose Park lagoon, the WPA worked on another park project in the 1940s. With the help of WPA labor, a wall fountain with figures of a man and a woman placed in semi-circular niches was constructed at the south elevation of a utility building. Designed by Jeannette Klein in 1942, the kneeling

A contract was granted to the Sutermeister Stone Company to furnish stone for the gateway of Loose Park.

J.V. Lewis, field engineer, authorized to erect comfort stations.

The native stone lily pond in the rose garden was dedicated September 11, 1936.

- 1937: The stone gateway to Loose Park, designed by Keene and Simpson, is completed. Ornamental lanterns and plaques for the gateway were presented to the Park Board by Mrs. Jacob L. Loose and installed.

Sixth Anniversary of the planting of the rose garden celebrated. Plans for the north entrance to the rose garden presented to the Board. Plans including pillars, steps, covered pergola and a path were executed by Hare and Hare.

- 1938: The entry to the rose garden, including pergola and steps, was completed. Wallace Rosenbauer's statue "The Spirit of the Rose Garden" was completed.

- 1939: Revised plan for Loose Park dated March 1939 completed by Hare and Hare. Plans included a large grass sward east of the rose garden, a drive, tennis courts, and a shelter building.

The Municipal Rose Garden, "The Spirit of the Rose Garden" and lily pond dedicated.

Arthur W. Archer prepares plans for a stone shelter building for the east approach of Loose Park. This structure known as The Pavilion was built and dedicated the same year.

- 1940: Four concrete tennis courts, wading pool and playground installed.

Plans by S. Herbert Hare to redesign the lake.

- 1941: A 12 foot bronze statue of Jacob L. Loose designed by Rudolf Evans placed in Loose Park.

Ducks were placed in the lake on Easter Sunday.

- 1942: A wall fountain, designed by Jeanette Klein, was installed (A WPA project).

- 1947: Hare and Hare prepare plans for an arboretum at Loose Park to include thirteen varieties of oaks, lindens, buckeyes, black walnuts, ten species of maples, six varieties of ash.

- 1949: A.W. Archer discusses remodeling of The Pavilion.

- 1953: Board accepts bid of K.C. Monument Company to furnish marker for Battle of Westport. Dedicated 10/23/53.



- 1956: A three year improvement plan for Loose Park including construction of a garden center was approved by the Board. Tentative plans for the garden center reviewed. E.B. Delk presented revised plans. The Board approves a contract for the garden center with Monroe and Lefebvre, Kansas City. Final plans for the garden center approved.
- 1957: Loose Park lake was cleaned and an old storm sewer was removed and re-routed. The lake was reshaped and a small island was constructed at the south end so water fowl could take refuge.
- 1958: The garden center building completed.
- 1961: Park officials hear protests concerning the building of a junior swimming pool. Approval of a wading pool only.
- 1962: Construction of the wading pool; Miller Stauch Company.
- 1964: The lake was rebuilt and beautified with the aid of a \$7,500 gift from the Junior League of Kansas City, MO. A terrace level was built beneath a rock wall and the lake was drained and dredged. An island with an arched bridge was added to the south end and a small peninsula was created.
- 1965: A resolution adopted officially naming the rose garden the "Laura Conyers Smith Municipal Rose Garden."
- 1970: Mr. and Mrs. Richard Bloch made a substantial gift to the Board for improvements to the lake. The donation was used to provide lighting for the lake area and a single "mushroom jet" was installed in the south center of the lake.
- 1976: A ten-pounder parrot gun was installed at the south end of the park.
- 1979: The fountain in the lily pond was renovated by Country Fair Lawns.
- 1980: The dedication of the lily pond fountain.
- 1982: The perimeter ring of the fountain replaced.
- 1987: The Board approves park locations for the temporary installation of sculpture by Henry Moore. Loose Park's duck island at the lake received a sculpture.
- 1989: Henry Moore sculpture removed and relocated the Henry Moore Sculpture Garden at the Nelson-Atkins Museum of Art.
- 1991: Loose Park lake renovation.

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## 9. EXISTING CONDITIONS

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**Statement of Integrity:** To a very high degree, Loose Park retains its integrity of location, design, setting, materials, workmanship, feeling and association.

Its original **property boundaries** have not changed; neither has its situation in the heart of the Country Club District which, planned in concept by George E. Kessler, is of great interest in its own right.

Loose Park's **design** survives in a remarkably complete form from the 1929 original plan by S. Herbert Hare and later plans by Hare and Hare, a nationally prominent firm of landscape architects which remained involved with the park as a consultant for nearly twenty years. The design reflects a combination of pastoral naturalistic style characteristic of the romantic park movement in America (championed by Olmsted, Sr., his sons and followers and represented in the midwest by H.W.S. Cleveland, Jens Jensen and George E. Kessler, with whom Sid J. Hare had a close relationship) and formal architectural style, an outgrowth of the City Beautiful movement which favored civic beautification based on classical models.

In Loose Park the former is clearly manifested in the rolling parklike landscape, the arrangement of trees in seemingly natural groves, the shady picnic grounds and, to a lesser extent, the irregular lake (the lake has lost some of its integrity through several redesigns and its current renovation is an opportunity to recover its original form and character). The latter is strongly displayed in the formal rose garden and, to a lesser extent, its associated entrance mall and memorial pavilion which are less remarkable in themselves but collectively make an effective ensemble.

The park's **setting** has matured over time but retains much of its original scenic qualities. The characteristics of the two landscape styles are still quite clear. The juxtaposition of both styles seen from the north entrance of the "architectural" rose garden looking south down its main axis across the valley to the rolling hills of the "natural" park beyond is wonderfully effective. There have been no major changes that have compromised the design or its spatial subdivisions - the circulation is basically unchanged and such additions that have been made, such as the garden center, were done with sensitivity and skill.

Both built and natural **materials** survive in conditions which range from good to fair, but not beyond reasonable rehabilitation. Limestone walls, dressed stone piers, timber pergolas and tubular steel handrails in the rose garden are all intact. The rose garden fountain is not original. Recent fences and benches that are not in character can be easily rectified. In the park itself, the greensward and trees are well maintained. The tennis courts seem unnecessarily conspicuous, but could be better absorbed into the landscape composition by adding new tree groves. The restoration of the lake could restore the original materials and design intent. The Pavilion could be sensitively rehabilitated and provided with period or other appropriate furnishings.

The **workmanship** shown in the buildings and incidental structures,

Condition	<u>    </u> Excellent	Changes	<u>    </u> Unaltered
	<u>  X  </u> Good		<u>  X  </u> Altered
	<u>  X  </u> Fair		<u>  X  </u> Added to
	<u>    </u> Deteriorated		<u>    </u> Loss or Removal of Features
	<u>    </u> Severely Deteriorated		<u>    </u> Boundaries or Features Encroached Upon

**Existing Conditions:** Loose Park's topography is of gently rolling, hills on either side of a central valley dividing the park from the southwest to the northeast, and containing at its lower end a small lake. The southern half of the park is open lawn, apart from a few groups of trees. A large evergreen grove near the southern edge contains a Civil War memorial. A four to five foot wide asphalt and concrete path loops around the perimeter of the park connecting to all four corners and the major recreation features in the northern half of the park.

These features include a tennis court complex of four courts and a wading pool with utility room and toilets at the top of the hill on the west side. North of this complex, across a small valley, is the rose garden - a circular formal garden with a surrounding arbor, shelter on the north, and a terrace/overlook on the south. A small play area is located just south of the rose garden. The rose garden is connected to a large cast-in-place Art Deco shelter building (The Pavilion) by a 200 feet wide x 500 feet long formally laid out mall. The mall has an open lawn center flanked by concrete walks with floral plantings in the center of both walkways.

There is a storage building which backs onto the mall on the north side which has two stone sculptures and a terrace garden. A garden center building is located on the southern side of the mall.

A semi-circular drive with parking enters the northeast corner of the park and passes in front of the shelter building. Across the drive from the shelter is the Loose Memorial with a statue of Jacob Loose. North of the shelter is a large picnic area with several outdoor grilles and picnic tables. Additional parking is located just west of the picnic area and north of the rose garden.

The lake is just south and east of the large shelter. It is in a state of disrepair with an eroded island and banks. Plans to rehabilitate the lake are currently being implemented.

The park was designed as an arboretum/botanical garden, with the majority of trees planted following a 1941 plan by Hare and Hare.

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#### 10. INTEGRITY/AUTHENTICITY

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<u>  X  </u> Property Boundary(ies)	<u>  X  </u> Use	<u>  X  </u> Adjacent Features
<u>  X  </u> Design/Plan	<u>  X  </u> Design Intent	<u>  X  </u> Spatial Relationships
<u>  X  </u> Topography/Grading	<u>  X  </u> Vegetation	<u>  X  </u> Scenic Quality
<u>  X  </u> Architectural Features	<u>  X  </u> Circulation	<u>  X  </u> Site Furnishings
<u>    </u> Other Specific Attribute(s): _____		

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December 2, 1937.  
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13. FORM PREPARATION

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Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
Street Address: 30 West 22nd Street  
City/Town: New York State: New York Zip Code: 10010  
Phone: (212) 243-7478 Fax: (212) 243-7592 Date: 3/91

particularly the stonework is quite fine. It provides a model for new work to follow.

Feeling and association are both very strongly experienced in Loose Park. No major changes within or without the park have impacted the idea of the pastoral landscape to be viewed from architectural terraces, and to be wandered through and enjoyed. There may be more joggers and tennis-players in 1990 but the peace and tranquility offered by Loose Park in the past is still very evident today. The association with Hare and Hare is an important link that Loose Park keeps strongly and vibrantly alive.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input checked="" type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input checked="" type="checkbox"/> Important Artistic Statement	<input checked="" type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input checked="" type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

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Statement of Significance: Loose Park is exceptionally significant in the areas of landscape architecture and community planning.

In landscape architecture, it is an excellent example of the fusion of the "natural" and "architectural" styles in park design by a nationally recognized landscape firm, Hare and Hare. It belongs to the period when parks were becoming "democratized" and emphasized recreational opportunities. Partly because of Mrs. Loose's restriction on recreation structures and facilities and partly out of the designer's sensitivity, such additions were done with good judgement - and serve as a highly successful prototype for incorporating new uses into historic parks.

In community planning, Loose Park is a very important part of the park and boulevard system. It is an excellent example of a large community park in the system which has served significantly in this capacity for over half a century. It has survived from the 1930s largely unchanged. It has been and still is a real focus to a stable, upper income community, yet it is open to all. It is the home of sculpture, a formal high maintenance rose garden, an active garden center, while providing tennis courts and jogging trails for the active, picnic grounds for families and a sylvan escape for the iconoclast. It is, as one critic said, "what all other parks should be."

For all these reasons, Loose Park is of exceptional significance.

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## 12. INFORMATION SOURCES

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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F5 LAURA CONYERS SMITH MUNICIPAL ROSE GARDEN, LOOSE PARK

**Historical/Cultural Context:** On May 28, 1931, the Board of Park Commissioners granted permission to the Kansas City Rose Society to construct a formal rose garden in the Jacob L. Loose Memorial Park. Mrs. Clifford B. Smith, the president of the society at that time, led the efforts. That same year, the Board staked-off one and one-half acres for the garden and by February 1932, grading for the project was almost complete.

The Kansas City Rose Society and presumably the Board of Park Commissioners had hired Sid J. Hare to develop a planting plan for the garden. In his plan Hare recommended planting 5000 rose bushes including 39 varieties of hybrid tea roses, 9 varieties of hybrid perpetuals, 3 varieties of polyanthus and 9 varieties of climbers.

"We intend to plant the roses, says Mrs. C.B. Smith, in such a pattern that the shading is from light to dark from a central pool toward the edges of the garden. The roses of light and pink tint will be planted to the north and south, while those of deeper pink and reddish hue will be placed to the east and west."

The overall plan for the garden, prepared by Hare and Hare, called for a central pool, a main entrance on the north side, four main beds and a continuous trellis covered with climbing roses. The original plan for the rose garden at the Kansas City office of Ochsner, Hare and Hare does not include the date when it was prepared. Presumably, it was developed c. 1930-31.

In 1934 as part of the plan for the rose garden, the Kansas City Gardens Association was permitted to construct a native stone lily pond in the center of the garden. By 1935, the lily pond constructed by Cahill Construction Company was completed. It was dedicated on September 11, 1936.

Once occupying a base in the center of the lily pond was the only sculptural object in the park at that time. This sculpture, "The Spirit of the Rose Garden" was a life-size, unglazed statue of a woman draped in roses which stood on a fluted base surrounded by eight jets of water. Designed by Wallace Rosenbauer in 1938, the piece was placed in the pool in 1939 the year the rose garden was dedicated. Unfortunately, the statue no longer exists. It is recorded that the figure, presented in memory of Massey Holmes by Ethel Greenough Holmes, was broken or stolen during the 1950s.

The north entrance to the rose garden was planned in 1937 by Hare and Hare. The drawing for the scheme featured a covered pergola and steps leading to the rose garden. The grass sward positioned between the garden and The Pavilion was included in Hare and Hare's original design. The north entrance was completed in 1938.

In 1965, the rose garden was officially named "The Laura Conyers Smith

Municipal Rose Garden", in honor of the founder and first president of the Kansas City Rose Society. The last major improvement to the garden came in 1979 where a new fountain was installed in the rose garden lily pond. This fountain was a gift of Florence Nelson from the Oscar and Florence L. Nelson Fund.

**Description:** The Laura Conyers Smith Municipal Rose Garden features a central pool encircled by an exposed aggregate walkway from which multiple paths lead out between large rose beds, symmetrically placed. The beds, in turn, are surrounded by continuous stone and timber trellises which are partially covered by climbing roses. Patches of grass intersperse the rose plantings and low evergreen shrubs surround the rose beds. Four stone and timber pergolas are located in the garden at east/west and north/south axis points. The pool is approximately thirty feet in diameter and four feet deep. Ringing the basin are two concentric slabs of variegated pink granite. Five aluminum cylinders of varying heights are positioned in the center of the pool, and each cylinder is equipped with a mushroom jet. The water from these jets flows over the inner circle of granite where it is recirculated.

The memorial pergola at the east entrance to the rose garden is dedicated to Mr. and Mrs. Ernest E. Smith, the Kansas City Rose Society and its life members. Bronze plaques, placed on each of the stone pillars of this pergola feature these commemorative and memorial inscriptions. A pergola, placed at the west entrance of the garden, is identical in design, yet features no bronze plaques.

The south pergola was the civic gift of the Presidents and Past presidents, General Assembly of Greater Kansas City, incorporated in 1935. The pergola, featuring four sets of stone piers, is dedicated to the memory of Mrs. George W. Fuller, founder of the Assembly, and to the members whose names have been placed on the remembrance roll.

The main entrance to the rose garden is through the main pavilion located at the north boundary of the garden. The structure consists of a central, gabled pavilion with stone piers and rough-hewn timber framing. Flanking the central pavilion are stone and timber pergolas, identical to the pergolas located throughout the rose garden. The pergola houses descriptive bronze plaques commemorating the Kansas City Municipal Rose Society (established in 1931), its officers and directors. An additional bronze plaque has the following words inscribed:

"IN MEMORIAM  
L. Newton Wylder  
1878-1932"

A leader in the movement to establish the rose garden, L. Newton Wylder was a member of the Board of Park Commissioners.

**Integrity:** The Laura Conyers Smith Municipal Rose Garden retains its integrity of location, design, setting, workmanship, feeling, association and materials. It retains all features (even though the fountain has been altered from the original) necessary to convey its



V.1954-2







1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F8 JACOB L. LOOSE MEMORIAL PARK PAVILION, LOOSE PARK

**Historical/Cultural Context:** The 1927 deed of Loose Park to the City included the following stipulation:

"3. Within a reasonable period, thereafter, and in no event not later than two years from the date of this deed, the City shall cause to be erected on the northerly portion of said tract and approximately where present improvement are located, suitable and proper buildings or buildings approved by the Municipal Art Commission."

The pavilion, built to replace the old Kansas City Country Clubhouse, was not built until 1939. During that year, Mrs. Loose hired Arthur W. Archer, a local architect, to design the structure "that would be a dignified building in itself and an impressive east approach to the rose garden from the new semi-circular roadway from Wornall Road." Mrs. Loose paid \$30,000 for its construction.

The implementation of this pavilion necessitated the removal of tennis courts, a shed and wading pool - all located near the site. In addition to the pavilion, a utility building, flagstone terrace east of the rose garden, and a large formal grass sward were included in the plans. The utility building, also completed in 1939, includes a mens' and womens' toilet, watchman room, tool room and equipment garage. It is constructed of native limestone and concrete.

The Pavilion was completed and dedicated on October 21, 1939. Mrs. Jacob L. Loose dedicated the structure in the name of her husband. The Native Sons of Kansas City led the ceremony which was held currently in commemoration of the anniversary of the Civil war Battle of Westport.

**Description:** The Jacob L. Loose Memorial Park Pavilion is constructed of cut stone, concrete and native limestone and measures approximately 147 feet by 42 feet. The pavilion features, at its north and south ends, two prominent entrances faced in coursed limestone. Decorative bronze sconces are placed above the openings at the east and west elevations. The lanterns are identical in design to those placed above the main entry markers.

The central section of the pavilion consists of twelve symmetrically-placed cast stone piers, six on each side (east and west elevations), supporting a curved concrete and scalloped cantilevered canopy. Constructed of bronze, the words "Jacob L. Loose Memorial Park" are affixed to the upper portion of the east elevation.

**Integrity:** The Jacob L. Loose Memorial Park Pavilion, retains its integrity of location, design, setting, workmanship, feeling, association, and materials. It retains all features necessary to convey its historic appearance and association. However, its condition shows marked deterioration, including roof leaks and extensive efflorescence on all elevations of the building.

historic appearance and association.

**Significance:** The Laura Conyers Smith Municipal Rose Garden is an outstanding example of a specific type of designed landscape and is unique to Kansas City, Missouri. Designed by the nationally prominent firm of Hare and Hare, it is the sole example of a planned, formal rose garden in the City and was planned in 1931 as an independent, although integral, part of Loose Park. It remains today one of the most popular planned gardens in the metropolitan area.

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**Significance:** The Jacob L. Loose Memorial Park Pavilion is, in itself, not remarkable as a work of architecture, but combined with other prominent features in the park, it represents a sophisticated plan and design. Along with the entrance gate, formal grass sward, rose garden and pergola, the pavilion was designed in harmony with its landscape. Its use of native stone is representative of many fine native stone buildings used throughout the park and boulevard system.

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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F6 MAIN ENTRY GATE AND RETAINING WALL, LOOSE PARK

**Historical/Cultural Context:** One of the stipulations in the 1927 deed written by Mrs. Jacob L. Loose was the following:

"4. Kansas City shall cause the boundaries of this park to be marked or the park enclosed (suitable entrances being provided), in such a manner as may be prescribed by the Municipal Art Commission."

In 1936 William H. Dunn, superintendent of parks, submitted to the Park Board plans for an ornamental entrance for Loose Park. The proposal, approved by Mrs. Jacob L. Loose, provided for an entry gate approximately 150 feet south of 51st Street on Wornall Road featuring a stone tablet, entrance walk, bronze plaques and decorative lanterns. Bond money, provided by the "Ten-Year Plan" bond program passed on May 26, 1931, paid for the stone entrance. Plaques and bronze lanterns were provided by Mrs. Loose.

The actual design of the gateway was prepared by Keene and Simpson. The entrance, including installation of the ornamental bronze lanterns, was completed in 1937.

**Description:** The main entry and retaining wall of the Jacob L. Loose Memorial Park is located at the northeast corner of the park. A curved, coursed native limestone retaining wall runs south to the entry markers of the main drive, and stands approximately four feet in height at its highest point. Midway along this retaining wall is a carved cast stone tablet with the words "Jacob L. Loose Memorial Park." The plaque also features rounded dentils. The retaining wall, to that point, is capped by a molded, cast-stone coping. A raised flower bed, projecting from the retaining wall, runs along the sidewalk to the main entrance. Presently, the raised bed is fallow. There is, in addition, an abbreviated retaining wall at the south entry gate pillar, opposite the main drive.

The entry gate is a prominent, coursed native stone structure located at the north end of the main drive and is partially obscured by shrubbery. Flanking the main drive are two stone pillars, approximately fifteen feet in height. Crowning each pillar is a decorative bronze lantern displaying images of squirrels and foliage. Each pillar, in turn, is affixed to a wall which displays a decorative bronze plaque with the following inscription:

"This park is presented to  
Kansas City on May 23, 1927 by  
Ella Clark Loose  
As a Memorial to  
her husband  
Jacob L. Loose"

The gate, including pillars and walls are capped in molded cast-stone.

**Integrity:** The Loose Park entry gate, including decorative lanterns and retaining wall, retains its integrity of location, design, setting, workmanship, feeling, association and materials. It retains all features necessary to convey its historic appearance and association.

**Significance:** Designed by Keene and Simpson in association with William H. Dunn, superintendent of parks, the ornamental entrance to the Jacob L. Loose Memorial Park is significant as a part of the original overall planning scheme. It forms the main focal point of Loose Park as an approach from the eastern boundary of the park.

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JACOB L.OOSE  
MEMORIAL PARK

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F7 JACOB L. LOOSE MEMORIAL, LOOSE PARK

**Historical/Cultural Context:** In June, 1939 at a meeting of the Kansas City Rose Society, Ella Clark Loose announced her plans for a memorial statue of her late husband Jacob L. Loose. Early in the month, she had commissioned Rudolf Evans, a New York sculptor to design the bronze statue. Apparently, she abandoned earlier plans to memorialize her late husband with a bronze and granite sun-dial. (A representative of Tiffany and Company, New York, had developed sketches for the sun-dial and presented them to Mrs. Loose in May, 1929.) The statue was dedicated on September 28, 1941 in a ceremony in Loose Park.

Jacob Leander Loose, who died in 1923, was described as very active in Kansas City's social and cultural circles. He was the founder of the Loose-Wiles Biscuit Company, a bakery firm that made its chief product Sunshine Biscuits "a household word synonymous with crackers throughout the country." A philanthropist, Loose donated, among other objects, a flagpole which is located at the main entrance to Swope Park.

**Description:** The over life-size bronze statue of Jacob L. Loose stands eight feet high and is realistic in its representation. A tripartite polished granite base, approximately four-feet in height rests on a tripartite unpolished stone base. The entire pedestal, which forms the base of the statue, is tiered. Carved on the main or east face of the upper most base are the following words:

"Jacob L. Loose  
Presented to Kansas City  
By Ella Clark Loose  
In Cherished Memory  
of Her Husband 1941"

The statue stands on a grassy sward at the east side of Loose Park, directly across from the Loose Park Pavilion and the main drive. The sward is enclosed on all sides, except on the west boundary, with a coursed native limestone retaining wall. Set within the east wall (at the west elevation) is a cast-stone bench.

Rudolf Evans (1878-1960), the artist of the memorial, was American. He is known for his realistic bronze images including that of Henry Wadsworth Longfellow, William Jennings Bryan and Robert E. Lee. His work is represented in several American collections and in the Louvre.

**Integrity:** The Jacob L. Loose Memorial Statue retains its integrity of location, design, setting, workmanship, feeling, association, and materials. It retains all features necessary to convey its historic appearance and association.

**Significance:** The Jacob L. Loose Memorial Statue is a fine example of a commemorative statue, memorializing one of Kansas City's community leaders. Although this statue was dedicated in 1941, it remains an artistic achievement in its design and workmanship. The artist of the

statue, Rudolf Evans, was well known for his work throughout the United States. His statue of Jacob L. Loose remains an important expression of his works.

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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P17 LYKINS SQUARE

1. LANDSCAPE NAME

Historic: Dr. Johnstone Lykins Square  
Common/Current: Lykins Square

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 4.95      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Lykins Square is classified as a neighborhood park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: Seventh Street on the north, Jackson Avenue on the east, Eighth Street on the south, Myrtle Avenue on the west.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): Attributed to

George E. Kessler, landscape architect

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): Unknown

Client/Community Leader Name(s): NA

Date(s) of Construction: 1914-1916, acquisition; 1948, construction

Historic/Cultural Context: Located between Seventh and Eighth Streets, Myrtle and Jackson Avenues, Lykins Square was acquired by condemnation in 1913 at a cost of approximately \$44,000. The park took its name from the nearby Lykins School, which was named for Dr. Johnstone Lykins, Kansas City's first capitalist, and contains 4.945 acres.

#### Chronology:

- 1911: A resolution adopted selecting certain lands in the East Park District for the purpose of establishing three public parks: Ashland, Lykins and Sheffield.
- 1913: A resolution adopted to issue Park Fund certificates to pay for park land including Lykins Square.
- 1914: Houses in Lykins Square have been removed; all basements and cisterns filled.
- 1915: Lykins Square, during the course of a year, was graded and infilled. The Parks Department set aside \$2,500 for improvements.
- 1949: Dedication of a junior swimming pool and wading pool constructed in 1948 at a cost of \$29,519.78.

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#### 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

Existing Conditions: Lykins Square is a representative small neighborhood park in the northeast section of the city. Its recreation facilities include two ball diamonds, a children's play area, a basketball court, two wading pools and a tennis court.

The ground is level, without any marked elevational changes. There are several large shade trees around the edges of the park, indicative of the park's age.

The neighborhood is still predominately modest single-family homes on individual small lots.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input checked="" type="checkbox"/> Adjacent Features
<input checked="" type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input checked="" type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

**Statement of Integrity:** Lykins Square retains much of its integrity of location, design, setting, feeling and association; and some of its integrity of materials and workmanship.

It is one of a trio of neighborhood parks proposed by Kessler in the northeast districts of the city (Ashland, Lykins, Sheffield) acquired and substantially completed in the period 1911-1917. Lykins' property boundaries have not changed since its original condemnation in 1913. The original Lykins School from which the park is named after Dr. Johnstone Lykins, has been demolished, but the rest of the park is still surrounded by the same small lots and free standing homes built at or about the same time as the park.

The design of the park is attributed to Kessler but no documentation has been found. The basic disposition of elements - the open ballfield, the hard-paved basketball and tennis courts, the playground and wading pools - has not changed but the facilities have been updated (1949), at the same time as Ashland Square (P1). These buildings and facilities are simple and serviceable, compatible in character and construction without being particularly noteworthy or interesting. A few large trees around the ballfield probably date from the 40s, possibly even earlier.

The setting of straightforward, utilitarian recreation structures next to level playing fields and amongst big trees is still mostly intact and conveys the feeling of a small recreation ground, originally attached to a local school now gone, but still set within a close-knit neighborhood. Its association with Kessler, though not clearly established, may still be strongly inferred because Lykins is one of a trio of neighborhood parks in the northeast districts that he promoted.

Apart from the basic layout, some walls and a few trees, the original materials and workmanship have been superseded (there are no stone retaining walls, terraces or stairs as at Ashland and Sheffield). These improvements have been in response to the need for periodic upgrading and maintenance of the park's facilities.

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#### 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression

<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

Statement of Significance: Lykins Square has some significance in the areas of landscape architecture and community planning.

In landscape architecture, its significance comes from its association with Kessler and being quite characteristic of the small urban park serving local needs being built in Kansas City, MO and other U.S. cities in that period. Without attempting a great artistic statement, it provided active recreation in pleasant surroundings, setting a standard which the subsequent work sought to emulate.

In community planning, Lykins is a representative example of the small neighborhood park envisaged by Kessler as an integral part of the Parks and Boulevards Plan. It continues to serve this community purpose today.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Reports, 1914, 1940-41.  
Index to the Minutes.

Kansas City Times. May 18, 1916.

Smith, Erle. Cowtown 1890 Becomes City Beautiful 1962. Kansas City: Board Of Park Commissioners, 1962.

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## 13. FORM PREPARATION

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Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art Historical Research, Theis Doolittle Associates, Inc.)

Street Address: 30 West 22nd Street

City/Town: New York

State: New York

Zip Code: 10010

Phone: (212) 243-7478

Fax: (212) 243-7592

Date: 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P18 MILL CREEK PARK

1. LANDSCAPE NAME

Historic: Mill Creek Park  
Common/Current: Mill Creek Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 11.31      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Mill Creek Park is classified as a community park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: Final plans are being prepared for the relocation of Main Street between Brush Creek Boulevard and Brookside Boulevard. The existing Main Street will be vacated and added to Mill Creek Park. Construction should begin in 1992.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: Forty-third Street on the north Kansas City Railway right-of-way on the east, the southern roadway of Ward Parkway on the south and J.C. Nichols Parkway on the west.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

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## 8. CULTURAL/HISTORIC INFORMATION

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Original Landscape Architect/Designer/Planner Name(s): NA

Alteration/Additions Landscape Arch/Planner/Designer Name(s): Edward W. Tanner, 1960; Ochsner, Hare and Hare, 1985-86

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): Unknown

Client/Community Leader Name(s): NA

Date(s) of Construction: 1908, acquisition; 1960, 1985-86, construction

**Historic/Cultural Context:** Mill Creek Park, bounded by the old Country Club streetcar right-of-way, J. C. Nichols Parkway, Brush Creek (the stream) and Forty-third Street was acquired by the Parks Department in 1908 as a part of the Mill Creek Parkway right-of-way. It remained unimproved except for a dozen or so tennis courts (the Plaza Tennis Center has been an institution since the 1920s) until 1960 when the J. C. Nichols Memorial Fountain, originally designed by Henri L. Gerber in 1910, was dedicated. The fountain purchased by Jesse Clyde Nichols Allen, was part of the Clarence Mackay Estate of New York. Edward W. Tanner, of the architectural firm Tanner and Associates, was responsible for preparing plans for the fountain, including its basin, central pier and the siting and surrounding pathways. It was the recommendation of Tanner to move the Daughters of Confederacy Monument to clear a site for the memorial fountain. The monument was subsequently moved to its present location at Fifty-fifth Street and Ward Parkway.

In 1983, the Board of Park Commissioners hired the local firm Ochsner Hare & Hare, landscape architects, to further develop the park. The firm presented their design scheme that year and the following year, plans were approved. By 1986, the major improvements in the park were completed.

### Chronology:

- 1908: A resolution adopted selecting and designating land in Westport for the purpose of a public parkway. Ordinance adopted to open a street in the Mill Creek Valley in Westport sixty feet wide, about 400 feet east of Wornall Road. The proposed street is adjacent to the Old Kansas City Interurban Railway.
- 1934: Mill Creek Parkway widened to the east.
- 1960: The J. C. Nichols Fountain is dedicated on May 16.
- 1983: Ochsner, Hare & Hare present plans to the Mill Creek Park Board.
- 1984: Plans approved.

1985: Groundbreaking.

1986: Construction completed.

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## 9. EXISTING CONDITIONS

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Condition	<input checked="" type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features
			<input type="checkbox"/> Encroached Upon

**Existing Conditions:** Mill Creek Park is a narrow south facing valley about 2,500 feet long by 300 to 400 feet wide. The eastern third is a wooded hillside; the remainder is open lawn with mature shade trees including two very large honeylocusts and a large box elder. The park topography forms a depressed drainage way which occasionally floods.

The J.C. Nichols Memorial Fountain is located at the south end. A walking/jogging path with an exercise area was added in 1986. Both fountain and exercise facilities are well used and a high level of upkeep is maintained.

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## 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

**Statement of Integrity:** Mill Creek Park retains its integrity of location and something of its integrity of setting; yet, it lacks integrity of design, materials and workmanship, and therefore, its feeling and association.

Mill Creek Park was originally taken in 1908 as part of the right-of-way for Mill Creek Parkway, and its **property boundaries** have not changed since then. Apart from the tennis courts, it remained unimproved until 1960, when the famous Nichols Memorial Fountain, designed in 1910, was sited in the park. The development of the park really dates from 1983-1986 (Oschner, Hare and Hare) with subsequent and ongoing improvements by Theis Sickbert Associates (now Theis Doolittle Associates), 1990-date.

Consequently, although acquired during the Kessler years, there was no historic design, and consequently no original **materials or workmanship** to recall the site's past feeling or association.

Only something of the **setting** remains. The linear Mill Creek Park was one of several boulevard routes descending southwards in a shallow valley to join the important west-east Ward Parkway/Brush Creek corridor



(compare for example, Southmoreland Park, P23). Early photographs of the park show 3- and 4-story colonnaded apartment buildings enjoying the park frontage. These buildings still remain overlooking the upper west side of the park. The Country Club Plaza shopping still maintains a 2-story scale. North and east of the park, high-rise office, hotel and apartment structures have been built, breaking the tree-line and imposing an urban presence. Nevertheless, the trees preserve something of a sylvan setting for today's users of the exercise trail which loops the park and visitors admiring the fountain.

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## 11. SIGNIFICANCE

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<input type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input type="checkbox"/> Example of Particular Style	<input type="checkbox"/> Example of Particular Type
<input type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies):	

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Statement of Significance: Mill Creek Park has no significance as landscape architecture or as an example of community planning.

As landscape architecture, it lacks a historic design.

In community planning, it might have potential significance as a linear park for neighborhood enhancement in accordance with the Kessler plan. But as an example, its significance has been lost along with those qualities contributing to its integrity.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Reports, 1910, 1914.  
Index to Minutes.

Piland, Sherry and Ellen Uguccioni. Fountains of Kansas City: A History and Love Affair. Kansas City: City of Fountains Foundation, 1985.

Tuttle, Ayers and Woodward. Atlas of Kansas City, MO and Environs. Kansas City: Tuttle, Ayers, Woodward, 1925.

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## 13. FORM PREPARATION

---

Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
Street Address: 30 West 22nd Street  
City/Town: New York State: New York Zip Code: 10010  
Phone: (212) 243-7478 Fax: (212) 243-7592 Date: 3/91



Y3322

Y-224  
Photo 10



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P19 MONTGALL PARK

1. LANDSCAPE NAME

Historic: Montgall Park  
Common/Current: Montgall Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 6.10      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Montgall Park is classified as a neighborhood park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Twenty-first Street on the north, Walrond Avenue on the east, Twenty-second on the south and Kansas Avenue on the west.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): Park staff

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): WPA (1939)

Client/Community Leader Name(s): Alderman Griffen

Date(s) of Construction: 1920, acquisition; 1921-1922, 1939, construction

Historic/Cultural Context: Montgall Park is named for Rufus Montgall, a pioneer landowner and political leader. This park, located between Twenty-first and Twenty-second Streets, and Kansas and Walrond Avenues, was acquired by condemnation in 1920 at a cost of \$131,197.

**Chronology:**

1918: A request to the Board of Park Commissioners that property located between Walrond and Kansas Avenues be condemned for park purposes.

A committee headed by Alderman Griffen urges acquisition.

1919: A resolution adopted selecting and designating certain land for park purposes to be called Montgall playground.

1921: The sale of houses located on park land ordered.

An order for comptroller to dispose of houses to be wrecked.

1922: Grading in progress.

1939: The removal of roadway in Montgall Park known as Agnes Avenue.

A stone retaining wall, still in existence, is constructed by the WPA.

---

**9. EXISTING CONDITIONS**

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

Existing Conditions: Montgall Park is a large open neighborhood park and playground, continuing to serve the modest single family homes that surround it. The site slopes gradually upwards to the east where there is a limestone and wood-roofed shelter building with wooden picnic tables nearby.

Elsewhere in the park are informal ballfields (i.e. without fences and backstops), two half-courts for basketball and two children's play areas. There are a few remnant limestone picnic tables and a stone retaining wall from the WPA period.

Several large shade trees give protection from the sun, particularly necessary in view of the park's long dimension facing west.

New sidewalks have been installed around the park indicative of a generally high level of upkeep.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input checked="" type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input checked="" type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input checked="" type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

**Statement of Integrity:** Montgall Park retains much of its integrity of location and setting; and some of its integrity of design, materials and workmanship and therefore feeling and association.

Montgall was proposed in 1918-1919, following the success of Ashland, Lykins and Sheffield, also in the eastern districts of the city. Its **property boundaries** date from that time and were consolidated in 1939 by the striking of Agnes Avenue to make the two parts of the park one.

Although most of the park was designed and built in the early 1920s, the design authorship is obscure. There was further work in 1939-1940 which survives today as remnant WPA picnic tables and ovens, and a stone retaining wall. The trees were already large by the time of the 1940-1941 Park Report and they are still one of Montgall's distinctive features, grouped around the original picnic grounds at the upper east end and commanding a view of the park's long east-west dimension. These facilities have been periodically upgraded: the stone and wood picnic shelter (1947-1948) is roughly contemporary with improvements to the other three eastern district neighborhood parks. Like them, it is simple and serviceable, compatible in character and construction without being particularly noteworthy.

The **setting** of straightforward, utilitarian recreation structures amongst big trees overlooking playing fields is still mostly intact. Their elevation over the fields and the absence of fences, gives a certain spaciousness to the park which belies its size.

The original shaping of the land, the isolated big trees, the remnant stonework, WPA tables and barbecue grilles convey something of the park's original **materials** and **workmanship**.

Montgall retains much of the **feeling** of a small recreation ground, set within a close-knit neighborhood. Its **association** with Kessler is indirect: although acquired in the late Kessler years, its original

design and development was likely carried out by the Parks Department of the time.

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#### 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input type="checkbox"/> Example of Particular Type
<input type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence

Other Verifiable Quality(ies): \_\_\_\_\_

Statement of Significance: Montgall Park has little significance in the areas of landscape architecture and community planning.

In landscape architecture, it might have potential significance from its association with Kessler or as a design originating from him or his successors. The link is indirect and little is known of the park's authorship. Until further evidence can be developed, its significance as landscape architecture is minor.

In community planning, again, Montgall might have significance as a representative example of the small neighborhood park continuing the Kessler tradition. But as an example, its significance is diminished because of the lack of hard information.

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#### 12. INFORMATION SOURCES

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**Bibliography:**

Board of Park Commissioners. Index to Minutes.  
Plan No. 9.176

Smith, Erle. Cowtown 1890 Becomes City Beautiful 1962. Kansas City: Board of Park Commissioners, 1962.

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#### 13. FORM PREPARATION

---

Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
Street Address: 30 West 22nd Street  
City/Town: New York State: New York Zip Code: 10010  
Phone: (212) 243-7478 Fax: (212) 243-7592 Date: 3/91





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P7 MURRAY DAVIS PARK

1. LANDSCAPE NAME

Historic: Murray Davis Park  
Common/Current: Murray Davis Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): .09      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input checked="" type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input checked="" type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Murray Davis Park is classified as a special use area by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: A traffic island on the east side of Main Street, north of Fortieth street.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): Hare and Hare,

landscape architect; Wight and Wight, monument architects.

Alteration/Additions Landscape Arch/Planner/Designer Name(s): Hare and Hare

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): Kansas City Marble and Tile Company, monument

Client/Community Leader Name(s): NA

Date(s) of Construction: 1926, acquisition

Historic/Cultural Context: The Murray Davis Park is a small triangular lot containing .09 acres and located at Fortieth and Main Streets. With the widening of Main Street this plot of land was left as a parkway under the care of the Public Works Department.

In 1926 the land was acquired by the Park Board and named the Murray Davis Park in honor of Major Murray Davis. He was an heroic Kansas City citizen killed in France in the Battle of Argonne, on September 29, 1918. A movement to erect a memorial in Major Davis' honor was initiated as early as 1923 by the American Legion of Kansas City and the Patriots' and Pioneers' Memorial Foundation. The City Council appropriated \$10,000.00 in 1927 to be used for the erection of a monument in his honor. The monument was designed by the architectural firm of Wight and Wight and was dedicated on May 31, 1928.

#### Chronology:

1927: A contract for the construction of the monument was awarded to Kansas City Marble and Tile Company.

1928: The monument was dedicated on May 31st by the Murray Davis Post of the American Legion. A new piece of granite was substituted for an imperfect section located on the floor of the northwest wing of the monument.

1929: The grounds around the monument were landscaped according to plans by Hare and Hare.

1987: The monument was restored by Rockport Industries. Redevelopment plans were presented to the Board by Dean Graves, architect.

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#### 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input checked="" type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input checked="" type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

Existing Conditions: This is a small triangular park of flat grass -

less than 1/10 of an acre - planted with Hawthorns, now mature, providing a setting for the memorial to "a kindly, just and beloved officer", killed during World War I. The three sides of the park have concrete sidewalks. The walks around the memorial, along with the memorial itself, have been recently renovated.

---

#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input checked="" type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input checked="" type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input checked="" type="checkbox"/> Vegetation	<input checked="" type="checkbox"/> Scenic Quality
<input checked="" type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

**Statement of Integrity:** Murray Davis Park retains much of its integrity of location, design, setting, materials, workmanship, feeling and association. Its property boundaries have not changed since the street improvement of the 1920s.

Hare and Hare's 1929 design as an allee of hawthorns centered on the Wight and Wight memorial to Major Davis survives intact. The trees appear to be original. They provide much of the continuity of setting that the original designers envisioned, although the ground floors of nearby buildings have become commercial, and traffic and parking has increased on the abutting streets.

The memorial's original materials and workmanship - incised marble on a granite base - remain and are in good condition following a recent renovation (1987). New concrete sidewalks were provided at that time, as well as around the memorial. Concrete seems a rather prosaic material to abut fine granite and marble.

Only the grass which had not been mown and showed barespots from the shade and root competition of the trees at the time of the survey, needs attention.

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#### 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input checked="" type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input checked="" type="checkbox"/> Example of Fine Craftsmanship
<input type="checkbox"/> Example of Particular Style	<input type="checkbox"/> Example of Particular Type
<input type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

**Statement of Significance:** Murray Davis Park has high significance in the areas of landscape architecture and sculpture.

In landscape architecture, it is a small but sensitive work of Hare and Hare, the nationally recognized firm of landscape architects.

In the area of sculpture, the Davis monument is the park's centerpiece and is a good example of monument design by the prominent Kansas City architects, Wight and Wight.

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## **12. INFORMATION SOURCES**

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### **Bibliography:**

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Kansas City Star. March 13, 1923.  
May 13, 1928.

Kansas City Times. May 26, 1927.  
May 11, 1927.  
July 11, 1928.  
April 29, 1929.

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## **13. FORM PREPARATION**

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F1 MURRAY DAVIS MEMORIAL, MURRAY DAVIS PARK

**Historical/Cultural Context:** The Murray Davis Memorial, located in the Murray Davis Park, was designed by the Kansas City architects, Wight and Wight. A movement to erect a memorial to Major Davis was sponsored by the American Legion of Kansas City and the Patriots' and Pioneers' Memorial Foundation.

In 1927 an appropriation not to exceed \$10,000 was made by the City Council for the erection of a memorial to Murray Davis. In mid-August of 1927 bids for the memorial were opened. The lowest bid was \$11,000 and was submitted by The Kansas City Marble and Tile Company. City officials, feeling that the cost of \$11,000 was too much, requested Wight and Wight to make modifications to their design. Modifications were made and the memorial was constructed by the Kansas City Marble and Tile Company. On May 31, 1928 the memorial was dedicated by the Murray Davis Post of the American Legion.

**Description:** The Murray Davis Memorial is constructed of pink Tennessee marble placed on a granite base. The monument is composed of a large main marker and two smaller markers. Curved marble seats connect the main marker to the small side markers.

An inscription briefly telling the story of Major Davis' life and heroic death is on both the north and south face of the large marker as well as a design of an eagle within a wreath. The inscription on the north face of the west small marker reads: "35th Division, A.E.F." and on the east small marker "140th Infantry."

Symbolic swords are carved in relief on each of the corners of the main marker. The design for the sword was modeled after the sword of Captain Jerry F. Duggan, State adjutant of the American Legion and adjutant of the 110th Engineers.

The overall size of the monument measures 6'h x 13'w x 32'l. Upon the completion of the monument, landscape plans by Hare and Hare were executed.

**Integrity:** The Murray Davis Memorial retains its integrity of design, setting, workmanship and materials. The memorial is in good condition and was restored in 1987 by Rockport Industries.

**Significance:** The Murray Davis Memorial is significant as the main design component of the Murray Davis Park. In addition it is significant as a good example of monument design by the prominent Kansas City architects, Wight and Wight.

**Bibliography:**

Kansas City Journal Post. May 23, 1928.

Kansas City Star. May 13, 1928.

May 15, 1928.  
July 29, 1935

Kansas City Times. May 26, 1927.  
May 12, 1927.  
August 18, 1927.  
July 11, 1928.  
April 29, 1929.

Kelsey, Lillie. Historic and Dedicatory Monuments of Kansas City.  
Kansas City: Board of Parks and Recreation, 1987.

# CASE PARK

102.4 X 120 = 12,288.00' AREAS OF INDIVIDUAL TRACTS

W. I. Ayres Feb. 27, 1951.

$$\frac{97.14 + 102.4}{2} \times 10 = 997.70'$$

$$38.1 \times 134.0 = 5,105.40'$$

Includes 12' Vac. Alley.

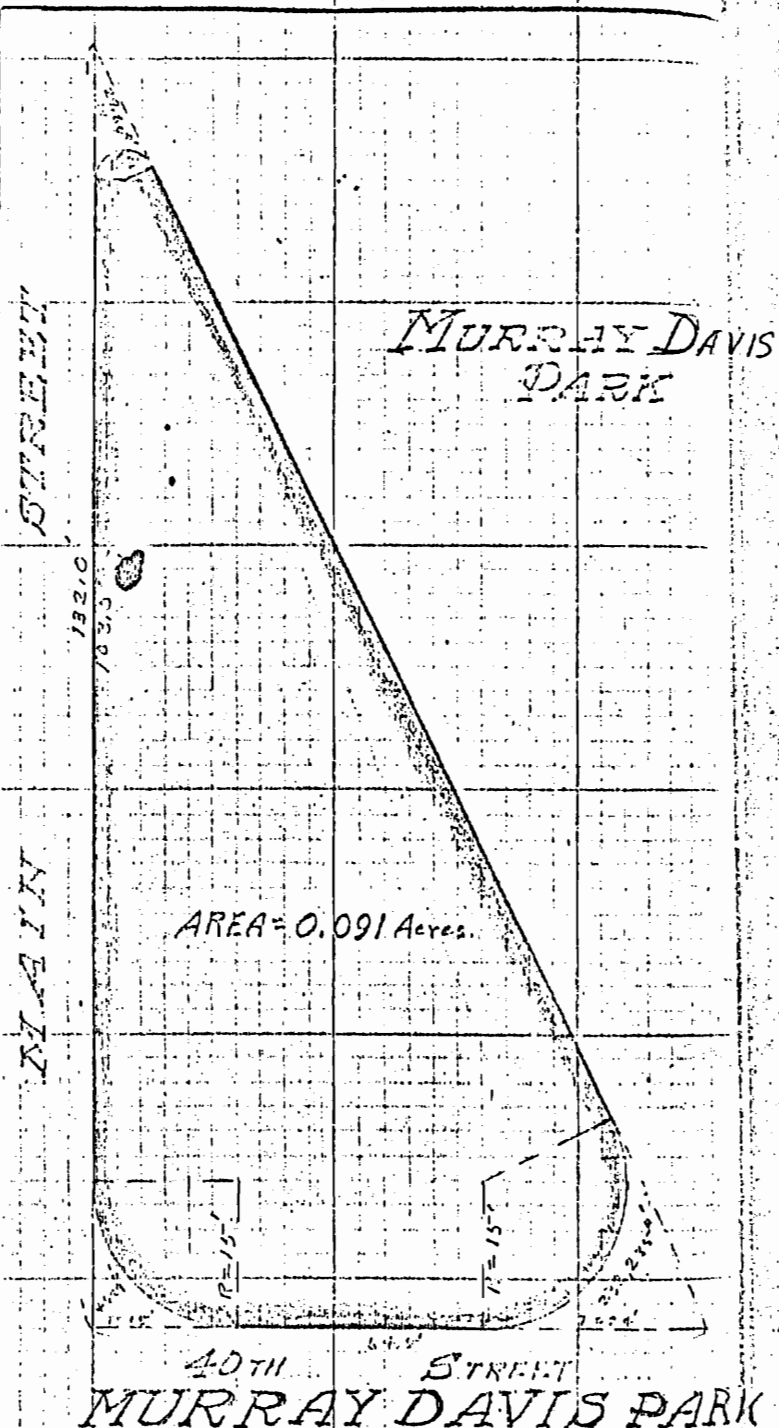
$$70.1 \times 122.0 = 8,552.20'$$

$$47.1 \times 122 = 5,746.20'$$

$$\begin{array}{r} 12,288.00 \\ 997.70 \\ 5,105.40 \\ 8,552.20 \\ 5,746.20 \\ \hline 32,689.50' \\ \div 2 = 16,344.75' \\ = 0.7504 \text{ Ac.} \end{array}$$

$$\begin{array}{r} 122 \times 22.82 = 2,784.04' \\ \frac{122 + 102.4}{2} \times 37.28 = 4,182.82' \\ 120 \times 102.4 = 12,288.00' \\ 17 \times 130 = 2,210.00' \\ \hline = 21,464.86' \\ = 0.4928 \text{ Ac.} \end{array}$$

$$51.2 \times 120 = 6,144.00'$$



AREA = 0.091 Acres.

40TH STREET  
MURRAY DAVIS PARK

$$132 \times 64.5 = 8,514.00'$$



AMIENS VOSGES  
ST. MIHIEL



MEUSE ARGONNE

MAJOR MURRAY DAVIS D.S.C.  
140TH INFANTRY 35TH DIVISION A.E.F.  
KILLED AT EXERMONT FRANCE  
SEPTEMBER TWENTY NINTH MCMXVIII

A KINDLY JUST AND BELOVED  
OFFICER WISE IN COUNSEL  
RESOLUTE IN ACTION  
COURAGEOUS UNTO DEATH

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P6 NELSON C. CREWS SQUARE

1. LANDSCAPE NAME

Historic: North section of Spring Valley Park  
Common/Current: Nelson C. Crews Square

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 6.29      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Nelson C. Crews Square is classified as a community park (combined with Spring Valley Park) by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated except renovation contemplated in the near future.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Twenty-sixth Street on the north, a half-block alley between Michigan and Euclid Avenues on the east, Twenty-seventh Street on the south and Woodland Avenue on the west.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

## **8. CULTURAL/HISTORIC INFORMATION**

---

**Original Landscape Architect/Designer/Planner Name(s):** Originally part of Spring Valley Park

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):**  
Attributed to S. Herbert Hare, landscape architect

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** S.R. Brunn, Sharp Brothers, 1949-50

**Client/Community Leader Name(s):** NA

**Date(s) of Construction:** 1902, 1927, acquisition; 1949-1950, construction

**Historic/Cultural Context:** Nelson C. Crews Square is a 6.289 acre park located between Twenty-sixth and Twenty-seventh Streets, Woodland Avenue and the alley between Michigan and Euclid Avenues. That section of land was originally a portion of the north section of Spring Valley Park which was condemned in 1902.

The area between Woodland and Michigan Avenues totaling 3.799 acres was condemned in 1902 at a cost of \$23,189. The remaining portion of the park which lies between Michigan Avenue and the alley to the east was purchased through condemnation in 1927 with Hospital Bond Fund money and later turned over to the city for use as a park.

Nelson C. Crews Square was established in 1941 and named in honor of Nelson C. Crews, a black politician and publisher of the Kansas City Sun, Kansas City's first negro newspaper.

Stair flights and wall, extant, are from Spring Valley Park construction (see Spring Valley Park, P24).

### **Chronology:**

1941: A resolution adopted to rename the section of Spring Valley Park between Twenty-sixth and Twenty-seventh Streets, east of Woodland Avenue. This section was to be named Nelson C. Crews Square upon recommendation of a negro advisory committee.

1949: The Board of Park Commissioners authorizes preparation of plans for constructing of junior and wading pools and shelter building.

A toilet and utility building was constructed at a cost of \$5,500.00. This structure was constructed by S. R. Brunn Construction Company, measures 25 x 15 feet and is built of concrete block.

1950: A Junior pool and wading pool dedicated. The pool is similar to the pools at Ashland Square, Lykins Square and Central Park. Sharp Brothers Construction Company.

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## 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input checked="" type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input checked="" type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input checked="" type="checkbox"/> Severely Deteriorated		<input checked="" type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** A sharply sloping hillside with limestone outcroppings separates the upper park on the east from the lower park along Woodland Avenue on the west. The lower park contains new tennis courts and basketball court, adjoining a children's play area, and baseball diamond and backstop. The upper park has a junior swimming pool and wading pool, with a utility and toilet building.

Old stone stairs with gravel landings lead to the upper level where there is a picnic area with limestone tables and barbecue grilles. These are of considerable interest, dating from the original construction of the park when it was part of Spring Valley. The stonework, squared and irregularly coarse is quite characteristic, as are the stone drums and circular topped picnic tables. But these are in a severely deteriorated state; the utility and toilet building of more recent date is in only fair condition.

Scattered large shade trees frame the open grass hillside and upper level picnic areas. Several walks which once crossed the park have been abandoned.

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## 10. INTEGRITY/AUTHENTICITY

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<input type="checkbox"/> Property Boundary(ies)	<input type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input checked="" type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

**Statement of Integrity:** Nelson C. Crews Square retains its integrity of location, although separated from the park of which it was originally an integral part, i.e. Spring Valley, and renamed in 1941. It retains much of its design, setting, materials and workmanship; and with them something of its integrity of feeling and association.

Crews Square's property boundaries are unchanged from those established for that part of Spring Valley Park north of Twenty-seventh Street (see P25). Only the name was changed in 1941: the ground and site area is the same as originally acquired.

A dramatic flight of stone stairs, stone walls, an old walk crossing the hillside, and picnic tables in the form of stone drums with circular concrete tops and stone blocks for seating survive from this period. As representative of the park's original materials and workmanship, they are important relics although their value is reduced

on account of their severely deteriorated condition. Some have been removed recently (1991); they should be replaced or reconstructed as part of the park's rehabilitation.

In 1949-50 (simultaneous with improvements in Ashland Square, Lykins Square and Central Park - See P1, P17 and P4 respectively), a pool and pool building were added to the upper park. Later (1981?) the playing fields and tennis courts were renovated in the lower park. The upper park improvements are surrounded by trees, but the recreation facilities in the lower park (which may be replacements of older facilities) are in the open, with conspicuous fences detracting from what once may have been a meadow.

The setting has been somewhat compromised particularly in the lower park. Nevertheless, something of the feeling of the original Spring Valley Park is retained, and with it the Kessler and Hare association. The prominent landform of sloping hillside crowned by large forest trees is still dominant, and portions of the upper park with original stonework, furnishings and trees have a strong sense of time and place. But these are isolated reminders of the past.

"It was once a beautiful park to which I came everyday" said an elderly onlooker. Although Crews Square may never be made whole again (by being reunited with Spring Valley), its condition could be turned around through a sensitive retrofitting of old and new features.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input checked="" type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

---

Statement of Significance: Nelson C. Crews Square has some historic significance as landscape architecture and in the area of community planning.

In landscape architecture, it retains several features from Spring Valley Park (P24) of which it was once an integral part: notable are the stone stair flights, stone walls, stone tables and grilles, the ground form with limestone outcroppings and the forest trees. These serve to perpetuate the link with Kessler and Hare & Hare (?), despite the deteriorated and very deteriorated condition of the original structural elements, and the name-change.

In community planning, its renaming of the park in honor of Nelson C. Crews, the publisher of Kansas City's first negro newspaper, is significant although he played no part in the founding of the park.

This event has more to do with the social history of race relations in Kansas City: it was an important recognition at the time. The park's historic value as an example of a typical community park provided in Kessler's plan survives to the extent its original design features, amenities and facilities survive. Their current condition raises concern about whether the qualities contributing to the park's integrity can be sustained. An early and sympathetic rehabilitation is needed.

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## **12. INFORMATION SOURCES**

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### **Bibliography:**

Board of Park Commissioners. Annual Reports, 1940-41.  
Index to Minutes.  
Plan Nos. 6.185; 11.1080

Kansas City Times. March 7, 1941.  
January 21, 1949.  
June 14, 1950.

Map of Spring Valley Parkway. W.I. Ayers, dated June 7, 1945.

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## **13. FORM PREPARATION**

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York    **State:** New York    **Zip Code:** 10010  
**Phone:** (212) 243-7478    **Fax:** (212) 243-7592    **Date:** 3/91









1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P20 OBSERVATION PARK

1. LANDSCAPE NAME

Historic: Gaston Park (?), Reservoir Park  
Common/Current: Observation Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 4.32      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input checked="" type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Observation Park is classified as a neighborhood park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Twentieth Street on the north, Twenty-first Street on the south, Holly Street on the west, Jarboe Street on the east.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Westside Survey, Landmarks Commission, Kansas City, MO.

8. CULTURAL/HISTORIC INFORMATION

**Original Landscape Architect/Designer/Planner Name(s):** George Kessler, landscape architect; Adriance Van Brunt, architect; John Van Brunt, architect.

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):**  
Attributed to park staff

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** Mathers and Hartness

**Client/Community Leader Name(s):** L.P. Cookingham and Observation Park Neighborhood Council (1952)

**Date(s) of Construction:** 1899, acquisition; 1900-1910, construction

**Historical/Cultural Context:** According to Fountains of Kansas City (1985) the area that was to become Observation Park was, in all probability, originally Gaston Park. One of Kansas City's early private park developments, Gaston Park was developed by Colonel Gaston and officially opened in the summer of 1875. Even though it was a 5 acre park that featured many improvements, an editorial in the Kansas City Times stated that the park "was not...precisely what Kansas City wants...".

A large portion of this elevated site became the property of the City when it purchased the water reservoir, located between Twentieth and Twenty-first Streets, Jarboe Place to Holly Street, in 1895 for use as a municipal facility. That portion "not used for reservoir was assigned to the park department to be improved, adorned and regulated in such a manner as the Board of Park Commissioners may deem best." At that time, the Board felt that "its unique position...makes it a central point of observation and presents from its summit a perfect panoramic view of the southwestern part of the City."

That area acquired by the Board of Park Commissioners officially became park land in July 1899 and that same year the name of the area changed from Reservoir Park to Observation Park. A Master Plan for the park including a prominent main entrance, pergola, bandstand and comfort station was developed and implemented, and by the winter of 1910, Observation Park was virtually completed.

By 1939, the park appeared in a state of deterioration and within a few years, the pergola and bandshell were demolished. All that remains today of the original park features is the north wall including a portion of an original fountain designed by John Van Brunt, and a retaining wall. The reservoir was converted to a ballfield in the mid 1950s.

#### **Chronology:**

1899: A resolution accepting land for park purposes adopted by the Board of Park Commissioners including 2.10 acres at Twentieth and Holly Streets.

1965: Construction of pre-cast concrete restroom by Cahill Construction Company.

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## 9. EXISTING CONDITIONS

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Condition	<u>Excellent</u>	Changes	<u>Unaltered</u>
	<u>Good</u>		<u>X Altered</u>
	<u>X Fair</u>		<u>X Added to</u>
	<u>Deteriorated</u>		<u>X Loss or Removal of Features</u>
	<u>Severely Deteriorated</u>		<u>X Boundaries or Features Encroached Upon</u>

**Existing Conditions:** Observation Park is a platform-like levelled area on top of a hill with a dramatic view of downtown Kansas City. The original perimeter retaining walls of limestone remain in good condition. The monumental stairs leading up to the overlook are in fairly good condition except for the cut stone fountain head (lion's head) which has weathered severely. The wrought iron fence on the north overlook retaining wall appears to be sound.

The park has a ball diamond and soccer field where the reservoir once was on the south side. New play equipment is located between the ball diamond and overlook.

There is no trace of the Kessler/Van Brunt designed bandstand and comfort station, yet the surviving old retaining walls and original stairs are impressive structures in their own right. The park continues to serve its inner city neighborhood, in this case a predominantly Hispanic community, although Interstate highways have tended to isolate it from other parts of the inner city and the CBD.

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## 10. INTEGRITY/AUTHENTICITY

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<u>Property Boundary(ies)</u>	<u>X Use</u>	<u>X Adjacent Features</u>
<u>Design/Plan</u>	<u>X Design Intent</u>	<u>X Spatial Relationships</u>
<u>X Topography/Grading</u>	<u>Vegetation</u>	<u>Scenic Quality</u>
<u>X Architectural Features</u>	<u>Circulation</u>	<u>Site Furnishings</u>
<u>Other Specific Attribute(s):</u>		

**Statement of Integrity:** Observation Park has retained much of its integrity of location and setting; and some of its integrity of design, materials and workmanship and with it, some of its feeling and association.

As one of the oldest neighborhood parks (designed 1895), its **property boundaries** were established in the late 19th century as a reservoir and park. When the reservoir was abandoned and the site was acquired for park purposes in 1955, the boundaries were unchanged.

The stone perimeter walls around the site which were integral to the design of level terraces for the park and reservoir, have largely survived. They are particularly prominent on the north side where they attain a height of around twenty feet and are flanked by monumental

Kessler directed to remove houses from land known as Reservoir Park.

Plans for erection of all stone masonry in retaining walls and shelter building in Reservoir Park approved. This plan includes a fountain to be included in the face of the north entrance wall, designed by John Van Brunt.

A proposal of Mathers and Hartness for the construction of stone walls accepted.

The name of the park changed to "Observation Park."

- 1900: Stonework approved by the Park Board. This was, in all probability, the original retaining walls and north entry with fountain (see plan No. 12.111 dated October 12, 1899).
- 1900: According to the Index to the Board of Park Commissioners Minutes, there were several proposals for park improvements that were rejected. These may have included plans for a shelter and bandshell.
- 1908: Kessler prepares plans for improving Observation Park. Kessler hires Adriance Van Brunt and Company to prepare new plans for a bandstand and comfort station.
- 1910: Work on Observation Park completed. This included a bandstand and comfort station. Cost \$12,071.96.
- Bill from A. Van Brunt and Company to Park Board for design work.
- 1911: Plan to place a fountain in the center of the reservoir presented to the Board by Thomas W. Gilruth and one hundred petitioners. It appears the fountain was never constructed.
- 1939: The Park Board plans to demolish stone pergola and shelter house which were in a state of disrepair.
- Demolition delayed; later in March, plans to remove the pergola and recondition the comfort station approved by the Board.
- 1947: The Water Works Reservoir, planned as part of the original water works systems in 1874-75, was taken out of service.
- 1952: A proposal to convert the abandoned water reservoir to a playground was submitted to the City Council by L.P. Cookingham. Request made by the Observation Park Neighborhood Council.
- 1952: Plans to fill in the reservoir were approved.
- 1955: The Board of Park Commissioners acquires by City ordinance a second tract of land which had contained the reservoir. This acquisition enlarged the park to 4.324 acres.

flights of stairs. The walls on the south side appear to have been lowered when the reservoir was filled and levelled, but still show the original fine materials and workmanship common to all stone construction in the park.

Unfortunately, the interior of the park has suffered the loss of important Kessler/Van Brunt architectural structures robbing the park of much of its original feeling and association. The replacement with standardized fences and basketball stops and a utilitarian restroom has been detrimental to the park's historic character. The iron and steel balustrades surmounting the old north Terrace wall are handsome surviving elements. The original Van Brunt fountain, while extant, is damaged and not operable.

Nevertheless, much of the setting of a small neighborhood park in a close-knit and distinctive community remains. In addition, the physical attributes of being an elevated place - views, a sense of space, exposure to breezes - still give the park a special character which, with its terraces and overlooks, goes back to the park's beginnings.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input checked="" type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies):	

---

Statement of Significance: Observation Park is highly significant in the areas of landscape architecture and community planning.

In landscape architecture, its significance derives from its association with two nationally prominent figures at the turn of the century: George E. Kessler and the architectural firm of Van Brunt and Company (Adriance and John). Although the historic layout of the park changed when the reservoir was filled, and its architectural features which as a group were a key component of its design have been seriously diminished, the surviving walls, stairs, terrace and fountain, are important relics which merit preservation.

In community planning, Observation Park is a special example of the small neighborhood park envisaged by Kessler as an integral part of his Parks and Boulevards Plan. It has a long and strong community history which is passing through another cycle of immigrant occupation, this time Hispanic.

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## 12. INFORMATION SOURCES

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Index to Minutes.  
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Kansas City Star. March 19, 1939.  
March 24, 1939.

Kansas City Times. October 11, 1911.  
March 31, 1939.  
August 2, 1952.  
August 8, 1952.

Piland, Sherry and Ellen Uguccioni. Fountains of Kansas City: A History and Love Affair. Kansas City: The City of Fountains, 1985.

Wilson, William H. The City Beautiful Movement in Kansas City. Columbia: University of Missouri, 1964.

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### 13. FORM PREPARATION

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Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
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Phone: (212) 243-7478 Fax: (212) 243-7592 Date: 3/91







1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
 F9 NORTH ENTRANCE, RETAINING WALL AND WALL FOUNTAIN, OBSERVATION PARK

**Historical/Cultural Context:** The designs for a retaining wall featuring a wall fountain and decorative wrought-iron fencing for Observation Park were approved in August, 1899. The general design by George E. Kessler, and the fountain design by John Van Brunt came just two months after the park's acquisition. The Bedford stone retaining wall is all that is left of the original structures planned for the park. A comfort station/bandstand and pergola, designed by Adriance Van Brunt and Company and constructed in 1911, were both demolished c. 1939.

A master plan of Observation Park dated 1910 shows the public comfort station and bandstand located near the center of the park, just north of the old reservoir (now a baseball field). The proposed observation tower/pergola and steps were to be located at the park's south entrance off West Twenty-first Street. A 1939 Kansas City Star article stated that the pergola "is to be wrecked because it is gradually falling down and for some reason, no longer appears to serve any recreational use."

**Description:** A cut, Bedford stone retaining wall stretches approximately three quarters of the perimeter of the 4.324 acres which comprises Observation Park. At its north elevation, the retaining wall breaks, revealing a dual set of staircases which lead to an overlook terrace. The terrace, which consists of a massive limestone wall featuring symmetrically placed piers at its north face, is capped by a decorative wrought-iron fence. Centered at the base of this stone wall is an ornamental drinking fountain, designed by John Van Brunt. Originally the fountain, which is placed in a niche surrounded by cut-stone voussoirs, featured a relief carving of a lion's head surrounded by a carved floral relief. A single stream of water "issued from the lion's mouth" which, in turn, "fell into a projecting semi-circular basin." The fountain's basin has since disappeared; the lion's head, although extant, has been damaged by the elements and no longer functions as it was originally designed.

**Integrity:** The architectural features of Observation Park do not retain a high degree of integrity in location, design, setting, materials, workmanship, feeling and association. The relationship of original elements, landscaping and function as an observation point has been lost.

**Significance:** Because of the loss of two important original architectural features, which as a group, were an important component in the park's overall design, Observation Park has not retained the essential physical features that enable it to convey its past identity or character and, therefore, its significance.

**Bibliography:**

Board of Park Commissioners. Annual Reports.  
 Index to Minutes.

Plan Nos. 12.111, 11.024, 11.055, 6.63,  
11.438.

Piland, Sherry and Ellen Uguccioni. Fountains of Kansas City: A History and Love Affair. Kansas City: City of Fountains Foundation, 1985.

from Board Minutes

P 20

# OBSERVATION PARK

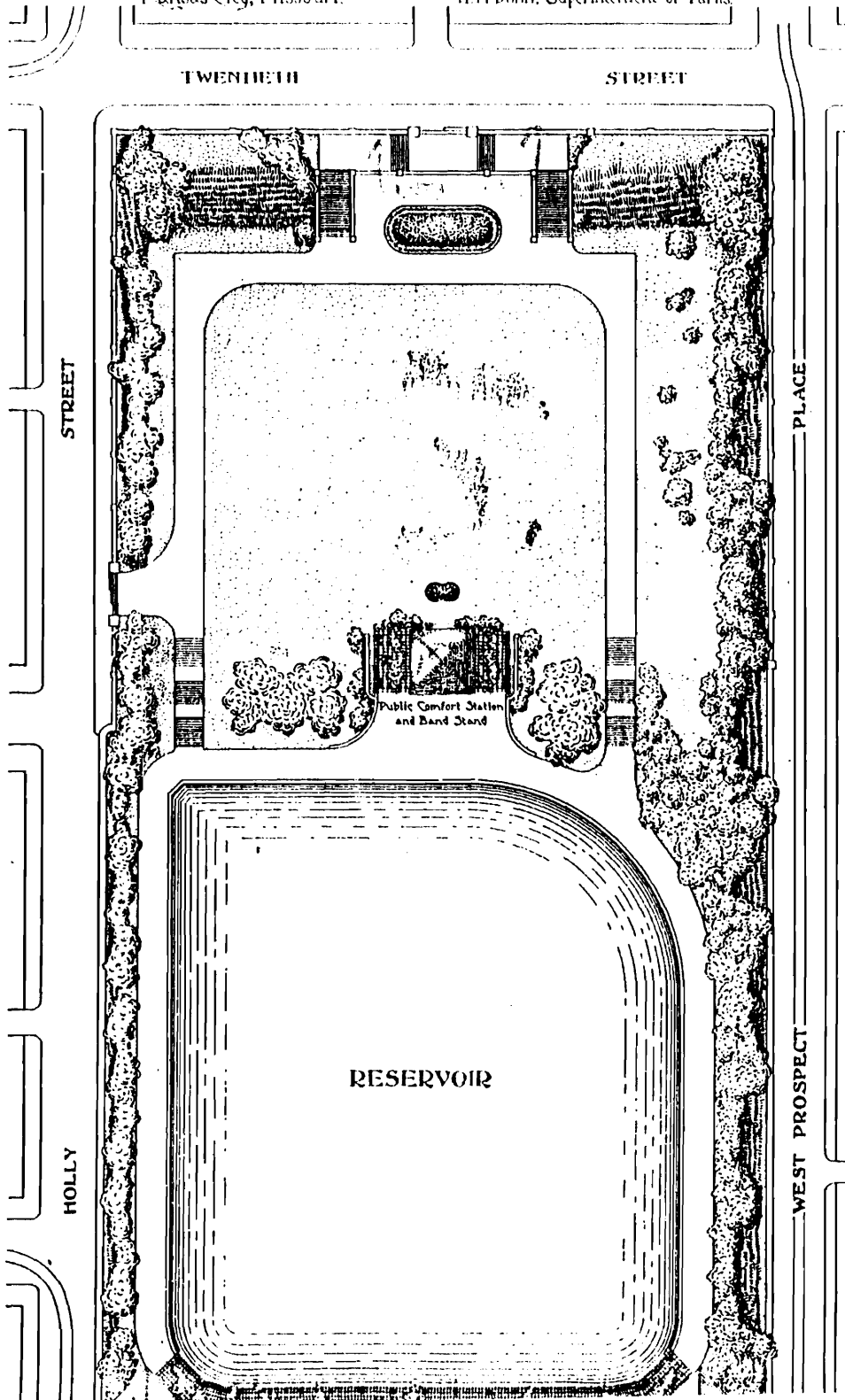


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1910

BOARD OF PARK COMMISSIONERS.  
Kansas City, Missouri.

Geo E. Kessler, Landscape Architect  
W. H. Dunn, Superintendent of Parks



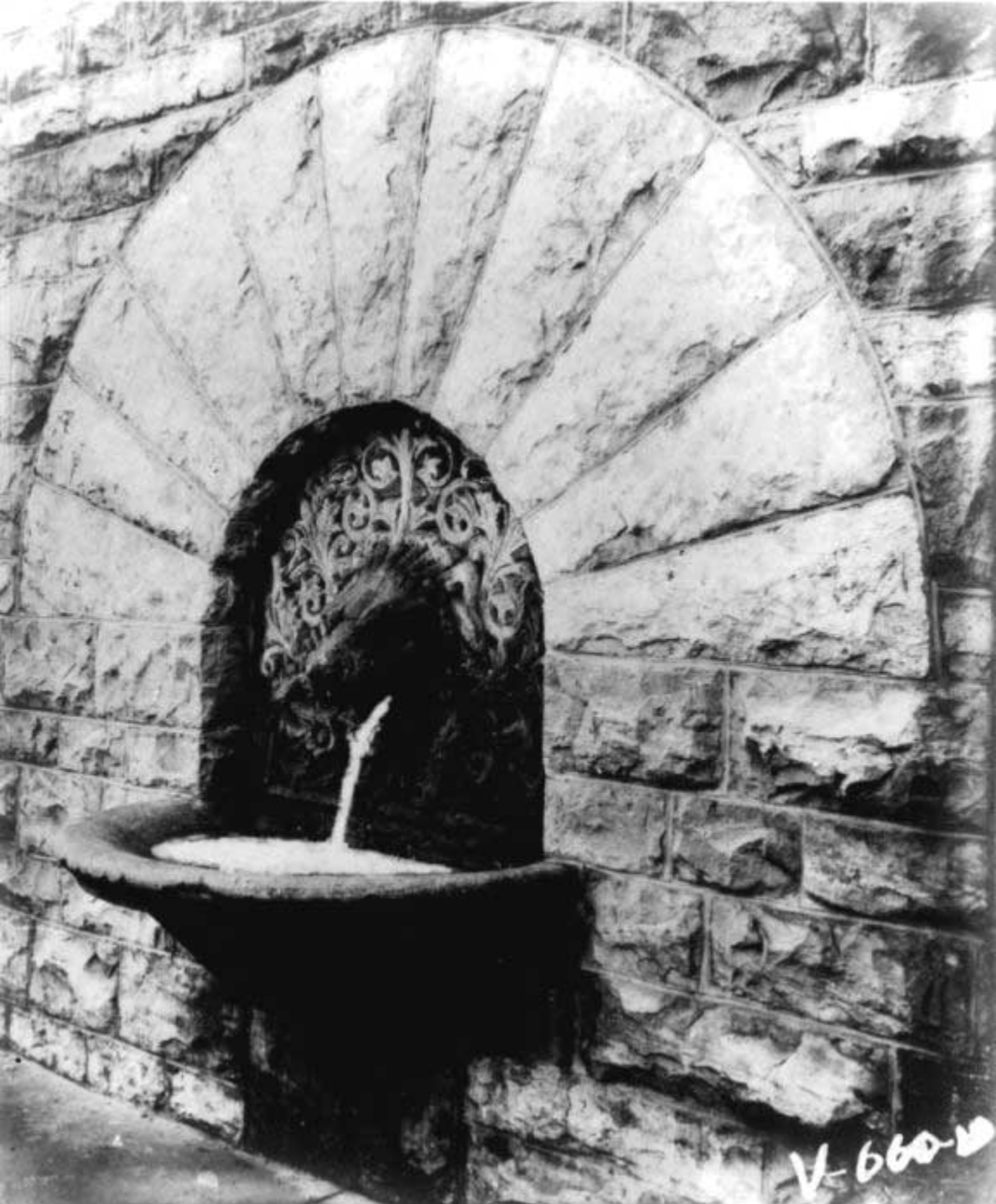
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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P21 ROANOKE PARK

1. LANDSCAPE NAME

Historic: Roanoke Park  
Common/Current: Roanoke Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 36.25      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other:		

Brief Description of Type: Roanoke Park is classified as a community park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Irregular, generally lying between Wyoming Street on the west and Summit Street (Southwest Trafficway on the east) and between the line of Thirty-fifth Street on the north and Valentine Road on the south. The northern boundary leads directly into Karnes Boulevard.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input checked="" type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other:	

Title of Survey and Depository of Records: North Volker Survey, Roanoke Historic District, Landmarks Commission, Kansas City, MO



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## 8. CULTURAL/HISTORIC INFORMATION

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**Original Landscape Architect/Designer/Planner Name(s):** Attributed to George E. Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** NA

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** N. H. Comstock, Turner Bros.; J.O. West, contractors

**Client/Community Leader Name(s):** NA

**Date(s) of Construction:** 1901, 1905, 1923, acquisitions

**Historic/Cultural Context:** Roanoke Park, with its rugged ravine, limestone outcroppings and native trees, is located in the heart of an area surrounded by picturesque stone residences built around and on top of steep bluffs. The irregular contour of the land creates an irregular boundary for the park. This 36.246 acre park with 1.34 miles of roadway extends from Thirty-fifth to Thirty-eighth Streets, Summit (Southwest Trafficway) to Wyoming Streets. Roanoke Road, a brick road, is the main drive and runs through the center of the park. Karnes Boulevard runs along the northern and western sections of the park, while Valentine Road skirts its southeastern edge.

Roanoke Park was acquired through a series of gifts to the Park Board during the years 1901-1923. There were eleven tracts of land given by seven different parties. The first two tracts were the largest and were given by the South Highland Land and Improvement Company in 1901 and 1905. Soon a volunteer neighborhood movement to deed ground to the Park Board for park purposes took place. It was a similar situation to Hyde Park where a broken strip of land in the midst of a prominent residential section would be difficult to develop and could be filled with cheaper homes or shacks. In order to protect their property, owners and developers gave land to create Roanoke Park.

In 1923 one and one-half acres consisting of one block between Madison Avenue and Summit Street were added to Roanoke Park. This provided a needed entrance and outlet to the park. The Park Board acquired this section through condemnation at a cost of \$35,000.

Some of the original stone retaining walls and pillars still exist today.

### **Chronology:**

1905: An artificial stone sidewalk was constructed on the west side of Summit Street fronting Roanoke Park. N.H. Comstock graded the park from the center of Roanoke Road to the east line of Bonfil Heights.

- 1906: The main roadway through the park was graded, paved and completed from the end of Karnes Boulevard to Thirty-eighth and Wyoming Streets, a total of 0.77 miles. The roadway along Thirty-eighth Street from Mercier Avenue to Wyoming Street was also completed. N.H. Comstock constructed a stone retaining wall from Wyoming Street near Thirty-sixth Street to Roanoke Road near Thirty-seventh Street. Turner Bros. graded, constructed sidewalks, curbs and a stone retaining wall on Roanoke Street from Mercier Avenue to Roanoke Street and Mercier Avenue to Roanoke Boulevard. J.O. West graded Wyoming Avenue north of Thirty-eighth Street.
- 1907: The entrance to the park from Thirty-sixth and Summit Streets was graded, shrubbery planted, slopes sodded and stone entrance markers placed. A stone retaining wall was completed in the park at a cost of \$250.00.
- 1908: Plans were prepared for constructing stone steps in the park. Gas mains were laid in order to provide natural gas lighting.
- 1909: H.T. Abernathy, a neighboring property owner, conveyed certain land for park purposes.
- 1911: Mary T. Whiteside provided a quit claim deed of land for park purposes.
- 1918: Plans and specifications were drawn up for the construction of a brick block pavement on Roanoke Road at the intersection of Valentine Road.
- 1923: Wyoming Street at Thirty-sixth Street was placed under the control of the Park Board.
- 1932: Boyle Construction Co. constructed a wading pool at a cost of \$998.00.
- 1962: Final plans and specifications were approved for the Westport - Roanoke Community Center to be located on the eastside of Roanoke Road south of Thirty-seventh Street. The building was designed by E.F. Pryor.
- 1975: The Master Plan for the redevelopment of Roanoke Park was completed. The improvements included playground and picnic equipment, fencing, curbs, sidewalks and plantings.
- 1977: Bids were taken for stone pillars to be constructed and placed in the park. The contract was awarded to B.E.A.M. Inc. Bob's Ornamental Iron Studio was awarded the contract for the wrought iron decorative tops with globes for the pillars.
- 1988: Santa Fe Construction was awarded the contract for the installation of a granite monument with base.

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## 9. EXISTING CONDITIONS

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Condition	<input checked="" type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input checked="" type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** Roanoke Park lies at the heart of a clearly defined exclusive neighborhood of single family homes in eclectic styles - from traditional, shingle style, "Prairie School" to modern - clustered around an irregular narrow valley. Roanoke Road, a reconstructed brick street starting with the intersection with Valentine Road, has a new stone entry sign and a round limestone cylinder entry monument with an ornamental wrought iron top. This road or boulevard bisects the park.

A limestone retaining wall on the west side is located just below a one-way loop street named Roanoke Road. Another retaining wall on the south side follows the line of Valentine Road.

The topography throughout the park is sharply configured with steep hillsides below Roanoke and Valentine Roads. Located in the flatter areas between the hills are ballfields on both sides of Roanoke Road. The Westport Roanoke Community Center on the east side is a modern building with light-colored brick walls and an aluminum curtain wall entrance. A colorful flower bed accents the entry. Other recreational facilities include two tennis courts with a stone drinking fountain on the west side, and picnic tables with stone grilles.

The entire park has numerous shade trees and evergreens. There are picnic tables and grilles along Karnes Boulevard. Two round limestone cylinders with ornamental wrought iron tops are located at the Bellevue Avenue entrance to the park. Another pair of stone cylinders are at the Madison Avenue entrance, one of which has been built into a stone wall. A play and picnic area are located north of Thirty-sixth Street and east of Karnes Boulevard.

With its rebuilt brick boulevard (the only one in Kansas City), the park is exceptionally well cared for.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input checked="" type="checkbox"/> Adjacent Features
<input checked="" type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input checked="" type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input checked="" type="checkbox"/> Vegetation	<input checked="" type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

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**Statement of Integrity:** Roanoke Park retains its integrity of location and setting; and in large measure its integrity of design, materials, workmanship; and hence, feeling and association.

The original property boundaries established through donation to the

Park Board (1901-1923) remain today. The setting of small houses and mini-estates clustered around the bluffs overlooking the park has not changed since the early 1900s. As the park developed through twenty years, each further development consolidated and extended the original park's purposes and character.

The design of the park is an excellent example of working with the difficult terrain in an intelligent and inspired way and has been attributed to Kessler. The steep slopes were left wooded. The valley bottom was cleared and graded for playing fields. Roads were built around the top of the bluffs, requiring stone retaining walls and stairs in several places. Sometimes the roads created the "promenade" overlooking the park. At other places, properties backed on to the park; the design balances public and private interests. Two roads were built through the park; at park entrances, distinctive limestone pillars were built (see photo, Roanoke Road in 1906). These have been subsequently modified with ornamental iron finials supporting light globes (the globes now removed); and more recent pillars and ironwork have been built in similar form and materials, making unique neighborhood markers (e.g. at the Bellevue Avenue entrance to the park). In 1918, Roanoke Road was given a brick block pavement, renovated in the 1975 master plan.

Thus, by a combination of private donors cooperating with the city and continued community participation, almost all of the original design has been preserved, with almost all of the original materials and workmanship. Such alterations and additions that have been made are in the same rough limestone vernacular of the original. An unfortunate exception is the community center building which is an unexceptional modern design, making neither reference to the local vernacular nor a dramatic contrast to it.

Nevertheless, the scenic intent of the narrow valley and spatial confinement of the wooded bluffs preserves the feeling and association with the park's founders and makers. Although the association with Kessler has not been absolutely verified, the grading and driveway circulation is so similar to Penn Valley Park and its housing location strategy so similar to Hyde Park, Roanoke's provenance has always been linked with Kessler.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input checked="" type="checkbox"/> Important Landmark
<input checked="" type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input checked="" type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies):	

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Statement of Significance: Roanoke Park is exceptionally significant in the areas of landscape design and community planning.

In landscape architecture, it is an excellent example of the "natural" style in park design, possessing all of the characteristics associated with the recognized master, George E. Kessler: fluid ground modelling, winding drives, diversified plantings massed and intermixed in "natural looking" meadows and woodlands, and rough limestone walls, steps and park entrances throughout as a consistent park vocabulary for minor structures. (Missing is only a park building in the style of the period). Recreation facilities were incorporated into the park but always in ways subordinate to its pastoral image. As such, it serves as a highly successful prototype for absorbing contemporary uses into historic parks.

In community planning, Roanoke Park is a very important part of the park and boulevard system, and an excellent example of a large community park providing focus and social center to its neighborhood, as Kessler intended. The park's history illustrates the necessary role of the private sector, particularly the role of later donors in consolidating the original land gifts. It is a prime case of individuals agreeing to act together for the common good over a twenty year span. A strong and committed community has benefitted and remains deeply involved as the park approaches its ninetieth year.

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## 12. INFORMATION SOURCES

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### **Bibliography:**

Kansas City Star. August 26, 1906.  
May 8, 1921.  
March 23, 1923.  
May 16, 1970.

Kansas City Times. March 6, 1923.  
September 16, 1975.

Board of Park Commissioners. Plan No. 12.179.

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## 13. FORM PREPARATION

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Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)

Street Address: 30 West 22nd Street

City/Town: New York

State: New York

Zip Code: 10010

Phone: (212) 243-7478

Fax: (212) 243-7592

Date: 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F10 ROANOKE ROAD FROM VALENTINE ROAD TO KARNES BOULEVARD, ROANOKE PARK

**Historical/Cultural Context:** The brick pavement section of Roanoke Road runs from Valentine Road through the park to Karnes Boulevard. There is a discrepancy as to the original date of construction. The dedicatory plaque at the south end of Roanoke Road gives the date of construction as 1915. No documentation, however, has been found to substantiate this date. According to the Index to the Minutes of the Board of Park Commissioners Annual Reports, "In 1918 plans and specifications were drawn up for the construction of brick block pavement on Roanoke Road at the intersection of Valentine Road."

In 1971 this section of Roanoke Road was placed under the control of the Board of Park and Recreation and on September 25 of that year the Board designated it as an historic landmark and renamed it "Roanoke Boulevard." Brick restoration work was done on the road in 1978 by Ed Davis. In 1988 a dedicatory plaque was placed on the east side of Roanoke Road near the south end.

**Description:** This section of Roanoke Road is constructed of red paver bricks and measures .3 miles in length. A dedicatory marker of coursed-stone and granite with an incised inscription is located at the south end of the road.

**Integrity:** This section of Roanoke Road has retained its integrity of design, setting and workmanship. It appears that it has retained its integrity of materials but further research is needed to determine how much or if any of the road was replaced with new brick during the 1978 restoration.

**Significance:** If after further research it is determined that most of the original brick still remains Roanoke Road would be significant as one of the few remaining brick roads in Kansas City. Furthermore it is significant as an integral part in the development of Roanoke Park.

**Bibliography:**

Board of Commissioners. Index to Minutes.





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F11 STONE STEPS, RETAINING WALL, PIERS, ROANOKE PARKWAY AND KARNES  
BOULEVARD, ROANOKE PARK

**Historical/Cultural Context:** The stone retaining wall located along the east side of Roanoke Parkway beginning near Karnes Boulevard and the stone steps flanked by stone piers located at the northeast corner of Roanoke Parkway and Karnes Boulevard were built in 1906 by N.H. Comstock.

**Description:** The identical coursed stone cylindrically-shaped piers are separated by a series of stone steps. Stones placed on their sides are used on the top of the piers as a decorative treatment. The piers measure approximately four feet high by five feet wide. At one time the piers contained gas light fixtures.

A coursed stone three foot high retaining wall runs from the eastern most pier northerly along the east side of Roanoke Parkway, following the contour of the land; while a course stone three foot high retaining wall runs a short distance from the western most pier.

**Integrity:** The steps, retaining wall and piers have retained their integrity of design, setting, material and workmanship. They are in good condition.

**Significance:** The steps, retaining wall and piers are significant as an early feature in the development of Roanoke Park. Furthermore the piers are significant as one of four original stone entry markers in Roanoke Park.

**Bibliography:**

Board of Park Commissioners. Annual Reports, 1911.  
Index to Minutes.





1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F12 TWO ENTRANCE MARKERS AT VALENTINE AND ROANOKE ROADS, ROANOKE PARK

**Historical/Cultural Context:** The coarsed stone pillars and retaining walls located at the two intersections of Valentine Road and Roanoke Road were constructed in 1906 by Turner Brothers. The pillars were constructed as the south entrance markers to Roanoke Park.

**Description:** The southern most entrance markers consist of a coursed stone retaining wall varying in height and giving the appearances of a heavy stone buttress. The wall runs northerly and at two places juts out in a semi circular shape - at the north end and at about the middle of the wall. A double metal railing runs along the top of the entire retaining wall. The retaining wall at the north end does not terminate but rather follows into limestone outcroppings, forming a natural wall.

Connecting to the south end of the retaining wall is a coursed stone cylindrically-shaped pillar measuring approximately four feet high by five feet wide. A metal pole extends from the top of the pillar. At one time the pillar and wall had ornamental wrought iron gas lamp posts.

The northern-most marker consists of a stone pillar similar in design and size to the southern-most entrance marker. A non-original ornate wrought iron decorative fixture with globe cover designed in 1977 by Bob's Ornamental Iron Studio, has been placed on top of the pillar. Attached to the pier is a three foot high coursed stone retaining wall with coursed stone coping. The wall runs westerly along the north side of Valentine Road. The wall stops for a short distance around the crest of the curve of Valentine Road and then begins again, finally terminating near Mercier Street.

**Integrity:** The two entrance markers and retaining walls have retained much of their integrity of setting, location, design, material and workmanship. The southern most marker appears to have been slightly altered somewhat changing the original design. The markers and walls are in good condition.

**Significance:** The two entrance markers and retaining walls are significant as part of the original Roanoke Park entrance markers and as a integral part in the design development of Roanoke Park.

**Bibliography:**

Board of Park Commissioners. Annual Reports.  
Index to Minutes.

Kansas City Star. June 30, 1907, p. 8A.



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F13 ENTRANCE MARKERS AT THIRTY SIXTH STREET AND MADISON AVENUE, ROANOKE  
PARK

**Historical/Cultural Context:** Two large stone pillars are located on either side of Madison Avenue near Thirty-sixth Street as it enters Roanoke Park. These markers were constructed in 1906 and were the earliest park entrances markers on the east side of the park.

**Description:** Large coursed stone cylindrically shaped pillars approximately three feet high have been placed on either side of Madison Avenue near the corner of Thirty-sixth Street. The property once belonged to H.T. Abernathy. Originally the pillar on the west side of Madison Avenue had a small stone wall running to the south. Within recent years the wall has been heightened and the pillar incorporated into a stone wall running to the north along private property.

**Integrity:** The stone pillar on the east side of Madison Avenue has retained its integrity of design, material, workmanship, setting and location. The pillar on the west side, however, has lost its integrity of design and workmanship.

**Significance:** Although part of the integrity of these entrance markers has been lost the addition is not irreversible. The markers are significant as an integral part of the early design of Roanoke Park.

**Bibliography:**

Kansas City Star. August 26, 1906.









1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P3 SANFORD BROWN PLAZA

1. LANDSCAPE NAME

Historic: Linwood Plaza  
Common/Current: Sanford Brown Plaza

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 3.09      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input checked="" type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Sanford Brown Plaza is classified as a playground by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: In two sections, approximately 250 feet north and south of Linwood Boulevard, between Brooklyn Avenue on the west and Park Avenue on the east.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): George E.

Kessler, landscape architect

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): NA

Client/Community Leader Name(s): NA

Date(s) of Construction: 1910, acquisition; 1931, construction

Historic/Cultural Context: Sanford Brown Plaza, which contains 3.089 acres, extends 250 feet on either side of Linwood Boulevard between Brooklyn and Park Avenues.

This park was originally named Linwood Plaza. It was acquired by condemnation in 1908 at a cost of \$48,070.67. In 1941, the name of the park was changed in honor of Captain Sanford Brown, Jr., who was killed in the Battle of Argonne on September 27, 1918 while serving in the 35th division.

#### Chronology:

1907: A resolution adopted selecting a section of land lying from Brooklyn to Park, on both sides of Linwood to be known as Linwood Plaza.

1910: The north half of Linwood Plaza was graded and paths laid out but not finished due to lack of funds. Shrubs were planted.

1931: Permission was granted to erect a monument in memory of Sanford Brown, Jr. Trees were planted.

1941: The area between Brooklyn and Park establishing Linwood Plaza in 1907 to be named and known as Sanford Brown Plaza.

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#### 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input checked="" type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features
			<input type="checkbox"/> Encroached Upon

Existing Conditions: The plaza consists of two small level open grass areas on each side of Linwood Boulevard. The northern half has standard picnic tables, barbecue grilles and play equipment, and scattered large shade trees. Standard sidewalks line the perimeter streets.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> <u>Property Boundary(ies)</u>	<input checked="" type="checkbox"/> <u>Use</u>	<input checked="" type="checkbox"/> <u>Adjacent Features</u>
<u>Design/Plan</u>	<u>Design Intent</u>	<u>Spatial Relationships</u>
<u>Topography/Grading</u>	<u>Vegetation</u>	<u>Scenic Quality</u>
<u>Architectural Features</u>	<u>Circulation</u>	<u>Site Furnishings</u>
<u>Other Specific Attribute(s):</u>		

**Statement of Integrity:** Sanford Brown Plaza retains some of its integrity of location and setting; but it has lost most of its integrity of design, materials and workmanship and, therefore, much of its feeling and association.

As one of the older neighborhood parks or playgrounds (designated in 1907) and connected to an important crosstown boulevard (Linwood Boulevard built 1899-1925, see B43), its **property boundaries** have not changed. Its **setting** is still much as it was with large apartment and public buildings lining both sides of Linwood Boulevard west and east of the park, and small residential lots and free-standing homes on the north-south streets.

But the Kessler **design** of 1909-1910 has not survived (and may never have been completed). Of the original **materials** and **workmanship**, only the surviving large trees attest to the park's age and confer some **feeling** of the past and **association** with the Kessler tradition. The commemorative purpose of the park is, perhaps, stronger today. Standard sidewalks and play equipment have largely replaced whatever distinctiveness the original plan might have had.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> <u>Historic Association with Prominent Person(s)/Group(s)/Event(s)</u>	
<u>Historic Significance in Landscape Design/Planning</u>	
<u>Work of Recognized Master Designer(s)/Planner(s)/Builder(s)</u>	
<u>Cultural Significance</u>	<u>Important Landmark</u>
<u>Important Artistic Statement</u>	<u>Unique Regional Expression</u>
<u>Use of Unique Materials</u>	<u>Example of Fine Craftsmanship</u>
<u>Example of Particular Style</u>	<input checked="" type="checkbox"/> <u>Example of Particular Type</u>
<u>Example of Particular Time</u>	<u>Example of Time Sequence</u>
<u>Other Verifiable Quality(ies):</u>	

**Statement of Significance:** Sanford Brown Plaza has only little significance for landscape architecture or community planning.

As a work of **landscape architecture**, it does recall through its surroundings and mature trees something of its original purpose as a local recreation ground on one of the historic plan's most important west-east boulevards. But the lack of original design elements - walks, walls, furnishings or other landscape elements - have greatly reduced its significance.

In **community planning**, it does exhibit a characteristic Kessler device, a small park on either side of a major boulevard (compare, for example, Independence Plaza, P15), providing center, focus and stabilizing open-space feature to the surrounding neighborhood. But as an example, it has little significance because of the loss of most of the qualities

contributing to integrity.

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## **12. INFORMATION SOURCES**

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### **Bibliography:**

Board of Park Commissioners. Annual Reports.  
Index to Minutes.  
Plan No. 4.187

Smith, Erle. Cowtown 1890 becomes City Beautiful 1962. Kansas City:  
Board of Park Commissioners, 1962.

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## **13. FORM PREPARATION**

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P22 SHEFFIELD PARK

1. LANDSCAPE NAME

Historic: Sheffield Park  
Common/Current: Sheffield Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 11.24      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Sheffield Park is classified as a neighborhood park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: Tenth Street on the north, Winchester Avenue on the east, Twelfth on the south, Ewing Avenue on the west.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): George E.

Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):**  
Attributed to Hare and Hare, landscape architects (1950); E.B. Delk (1951).

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** E.F. Clarkson; S.R. Brunn

**Client/Community Leader Name(s):** NA

**Date(s) of Construction:** 1913, acquisition; 1914-1924, 1950-51, construction

**Historic/Cultural Context:** Located adjacent to the industrial section of the eastern district of Kansas City, MO, Sheffield Park is bounded between Tenth and Twelfth Streets, Ewing and Winchester Avenues. The park was acquired by condemnation in 1913 at a cost of \$64,523.00.

**Chronology:**

1911: A resolution adopted selecting certain Parks in the East Park District for the purpose of establishing three parks: Ashland, Lykins and Sheffield.

1913: A resolution adopted to issue Park Fund certificates to pay for park land including Sheffield park.

1914: George E. Kessler prepares plans for the main building at Sheffield Park (see plan No. 11.115).

Plans completed for improvement for Sheffield park providing for a field house, wading pool, playground, steps and walls. Plans approved to grade.

Surveys and estimates for grading; contract with E.F Clarkson approved.

1915: George E. Kessler, from his St. Louis office, prepares plans for Sheffield Park including pool, playfield, comfort station and pergola. (see drawing No. 11.124).

1916: The following is projected for Sheffield Park: steps, wall, comfort station and tennis courts.

1924: Wading pool, sand pit and play apparatus constructed in Sheffield Park for \$2,500.

1950: \$25,000 voted in the 1947 bond program for a junior swimming pool.

1951: Plans for construction of a junior swimming pool and shelter building (Edward Buehler Delk, architect) approved by the Board.

Wading pool to be constructed on the upper tier of the southwest section of the park. The shelter building is to be a one-story concrete and stucco building with an open section at its center.

A \$21,995 contract awarded to S.R. Brunn Construction Company for the construction of a wading pool and shelter building.

A toilet and utility building were constructed at a cost of \$12,500.00.

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## 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input checked="" type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input checked="" type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** This park has a steep topography from the highest point along Ewing Avenue on the west down to Winchester Avenue on the east. A new walk winds through the park to connect the somewhat dispersed recreational facilities.

On the upper part of the site is a concrete and stucco shelter building containing restrooms, with a small wading pool backed by a low stone wall. A gentle slope descends to a children's play area, and further down below extensive grass banks are basketball courts, two ball diamonds with backstops and bleachers, and two tennis courts.

The park is mostly open but there are several groups of large shade trees, mostly in the middle of the park and on the sloping banks, which make impressive stands and give the park some distinction.

Although well-used - and perhaps because of its intensity of use - the park's condition is somewhat below average. Some areas of the upper park are in need of upgrading which, on account of the park's long history needs to be considered in a sensitive way.

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## 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input checked="" type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input checked="" type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

**Statement of Integrity:** Sheffield Park retains its integrity of location and setting; but only some integrity of design, materials and workmanship; and hence, feeling and association.

The original property boundaries were established when the park was designated in 1913, one of three parks in the eastern district (Ashland, Lykins and Sheffield). The setting of Sheffield Park was different from



the other two parks being "in the industrial section...for many workers and their families." It is still serving a predominantly working class community; at the time of the survey (a 1990 fall weekend) it was the most intensively used neighborhood park in the eastern district.

Industrial enterprises still occupy the eastern edge of the park across Winchester Avenue. The other three sides of the park are still crowded with modest free-standing homes on small lots.

The Kessler design of 1914-1916 was an extraordinary exercise in terracing the steep east facing hillside which falls nearly 75 feet in 600 feet on the west-east axis. Each level was symmetrically organized around the axis and accommodated playing fields, tennis courts and a large pool, joined by stair flights with intermediate landings and overlooks. The walls were huge (like the stone retaining walls of Observation Park) and twin park buildings and trellises were proposed for the central upper terrace. More than one design was submitted and construction dragged on to 1924, a year after Kessler's death. It is not clear how much was built: certainly the hillside was terraced, and the various levels and banks exist today, providing overlooks across the playing fields and the factories beyond. Some low walls survive, but these appear to be later and not the major structures of the design plan. The shelter building by Edward Buehler Delk, architect, and pool date from the early 1950s (when improvements were also made to Ashland and Lykins Squares) and have been attributed to the nationally prominent firm of Hare and Hare.

The interior of the park has lost most of its design features, (or they were never built), along with much of its original materials and workmanship. Tennis courts and pool have been relocated to the northwest and southwest terraces respectively, framed by a few scattered trees from the earlier plans. The lowest level is now one large all-purpose grass playing area.

Despite the simplification of the park's original design over the years, its terraced landform and continuity of use convey something of its historic sense of time and place, and its association with Kessler and his commitment to the eastern district neighborhoods.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

Statement of Significance: Sheffield Park has some significance and, perhaps, is highly significant in the areas of landscape architecture and community planning.

In landscape architecture, it is important as a known Kessler design and another outstanding example of manipulating a steep and unpromising site. Were more of its original design intact or in better condition, Sheffield Park might be rated more highly. Since the park would benefit from more shade trees, there is an opportunity to recreate some of the park's original elements, or recall them through sympathetic adaptation, which could restore some of its lost integrity.

In community planning, Sheffield Park is representative of a small neighborhood park/recreation ground, which was integral to Kessler's plan for the city. It is typical of many small public grounds of the 1920s period both in Kansas City and elsewhere. They are of special interest in Kansas City because they are part of a city-wide system, not merely an isolated and unrelated feature. In keeping with Kessler's intention, Sheffield Park has always served its local working class population, and has done so now for several generations. It is a good example of a small park's stabilizing influence on a neighborhood.

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## 12. INFORMATION SOURCES

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### **Bibliography:**

Board of Park Commissioners. Annual Reports 1914, 1940-41.  
Index to Minutes.  
Plans and Drawings.

Kansas City Star. September 28, 1924.  
July 28, 1950.  
October 27, 1950.

Kansas City Times. May 18, 1916.  
March 16, 1951.  
April 13, 1951.

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## 13. FORM PREPARATION

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Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
Street Address: 30 West 22nd Street  
City/Town: New York State: New York Zip Code: 10010  
Phone: (212) 243-7478 Fax: (212) 243-7592 Date: 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P24 SPRING VALLEY PARK AND PLAZA

1. LANDSCAPE NAME

Historic: Spring Valley Park and Plaza  
Common/Current: Spring Valley Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 32.73      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Spring Valley Park and Plaza is classified as a sub-community park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: The western edge of the park will be acquired by the Missouri Transportation and Highway Department by condemnation for the right-of-way of the Bruce R. Watkins Roadway. This will occur within ten years.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Between Twenty-sixth Street on the north, Brooklyn Avenue on the east, Twenty-ninth Street on the south and Vine Street on the west.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

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## 8. CULTURAL/HISTORIC INFORMATION

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Original Landscape Architect/Designer/Planner Name(s): George E. Kessler, landscape architect

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): W.I. Ayres (flower beds), 1909

Builder/Engineer Name(s): E.H. Bradbury

Client/Community Leader Name(s): NA

Date(s) of Construction: 1901, 1911, 1929, acquisition; 1905-1922, construction

Historic/Cultural Context: Spring Valley Park and Plaza is located roughly between Twenty-sixth and Twenty-ninth Streets, Brooklyn Avenue and Vine Street. This 32.73 acre park with 0.62 miles of roadway was acquired by the Park Board by condemnation in 1901, 1911 and 1929. Originally the park was brought under the control of the Park Board as a result of a highly organized campaign by area residents. Prior to the Park Board's control, this area was referred to as "Razor Park", alluding to the type of activities being held in the park.

On August 24, 1901, George E. Kessler and Park Board members surveyed this tract of land to determine its suitability for park property. What they viewed was a beautiful natural site, with a canyon, six springs, knolls, glens and a rock quarry. The Park Board approved purchase of the land between Twenty-sixth and Twenty-ninth Streets, Woodland to Brooklyn Avenues through condemnation and it was adopted on September 4, 1901. It was to be called Spring Valley Park after its many springs. The character of the neighborhood changed with the addition of this park.

In 1911 an area along the south side of Twenty-seventh Street between Woodland Avenue and Vine Street was acquired again through condemnation at a cost of \$48,660.50. The area contained 2.367 acres and .14 miles of roadway.

Additional property was condemned in 1929 in order to enlarge Spring Valley Park and join it with Troost Park. This addition is located roughly between Twenty-eighth and Twenty-ninth Streets, Euclid Avenue to Vine Street. It was adopted by the Park Board on June 5, 1929.

Presently the southwest center of the park is being excavated in order to construct a lake. The southwest corner of the park is scheduled to be taken by the proposed Bruce R. Watkins Memorial Roadway.

### Chronology:

1905: Near the lower end of the canyon, around Twenty-seventh Street and Woodland Avenue, a dam was built to collect spring water in

order to make a lake (no longer in existence). A driveway through the park was graded. A stable and storage barn were constructed at a cost of \$ 1,718.75 (extinct).

- 1906: The 0.46 mile driveway through the park was completed at a cost of approximately \$9,000. An overflow for the lake was constructed at Twenty-seventh Street. Ten to twelve acres of general surface were graded, rolled and seeded. The keeper's house (extinct) was painted and repaired.
- 1907: The quarry was graded, labeled and made ready for a playground. The contract for this work was awarded to E.H. Bradbury. In addition, improvements to the general lawn were made and shrubbery plantings were started.
- 1908: The low land of the south end of the park was graded.
- 1910: The playground was under construction.
- 1911: A section of Euclid Avenue north of Twenty-ninth Street was placed under the control of the Park Board for parkway purposes. Spring Valley Plaza was acquired by condemnation.
- 1914: Cement walks were built along the west side of the park near Twenty-eighth and Twenty-ninth Streets. Also a path paralleling Twenty-seventh Street and extending from Woodland Avenue to Garfield Avenue was constructed. A fence was built around the old quarry site at Twenty-eighth Street and Garfield Avenue.
- 1922: A baseball diamond for "negroes" was constructed. In addition, Highland and Michigan Avenues were paved.
- 1929: An addition to Spring Valley Park was acquired through condemnation.
- 1941: The 6.25 acres, located between Twenty-sixth and Twenty-seventh Streets, Woodland to Euclid Avenues were separated from Spring Valley Park. It was established as a recreational area for "negroes" and was named the "Nelson C. Crews Square", in honor of the black publisher and community leader.
- 1952: Twenty-eighth Street was vacated through the park.
- 1980: A contract was awarded to Dun-Rite Construction Co. to erect a Pre-Cut shelter with site preparations and seeding.
- A request was made to the Park Board to change the name of the park to the "Bernard Powell Community Park".
- 1981: Park Board recommended placing a memorial to Bernard Powell in the park.
- 1982: On April 10 the groundbreaking ceremony of the site for the Bernard Powell Memorial was held.

- 1986: A major clean-up, fix-up occurred in the park.
- 1987: A contract was awarded to the Jackson County Construction Company for the construction of the Bernard Powell Memorial, located at the southeast corner of the park at Twenty-eighth Street and Brooklyn Avenue.
- 1990: Excavation is in progress for the construction of a lake.

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## 9. EXISTING CONDITIONS

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Condition	<u>    </u> Excellent	Changes	<u>    </u> Unaltered
	<u>    </u> Good		<u>  X  </u> Altered
	<u>  X  </u> Fair		<u>  X  </u> Added to
	<u>  X  </u> Deteriorated		<u>  X  </u> Loss or Removal of Features
	<u>    </u> Severely Deteriorated		<u>  X  </u> Boundaries or Features Encroached Upon

**Existing Conditions:** Spring Valley Park, as its name implies, appears as a broad valley with gently sloping sides ascending by an easy grade to the southeast. Through the valley runs the original park drive with limestone curbs typical of the original construction.

Grassy slopes on either side of the drive have numerous large trees, some of which show deadwood and/or damage. Collectively, however, they make a fine scenic composition.

On the east side of the park are the more pronounced slopes with limestone outcroppings exposed, the remains of the quarry face (extended as retaining walls) creating a relatively level area for a baseball diamond and, nearby, a large new picnic shelter. There are a number of limestone outdoor grilles.

There is a play area and an old abandoned picnic shelter in the southeast and higher part of the park. Below it, a new pond is currently under construction (1990-1991).

The northeast corner at Twenty-eighth Street and Brooklyn Avenue is occupied by the Bernard Powell Memorial, a concrete plaza with a granite fountain. The southwest corner is to be taken by the proposed Bruce Watkins Memorial Roadway. The new road will isolate the parcel of land owned by the Park Board between Twenty-eighth and Twenty-ninth Streets to Vine Street and Troost Park, as well as consuming the major part of Spring Valley Plaza along the south side of Twenty-seventh Street. Neither area has been maintained as parkland on account of the anticipated taking.

This is an old and beautiful park that has seen better days. Like Crews Square, with which it was once integrally designed, it needs renovation. Part of this is already underway. The boundary changes need to be carefully integrated into the park's sympathetic rebuilding, to provide needed amenities for the park's current users in historically sensitive ways.

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## 10. INTEGRITY/AUTHENTICITY

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<input type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input type="checkbox"/> Topography/Grading	<input checked="" type="checkbox"/> Vegetation	<input checked="" type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

**Statement of Integrity:** Spring Valley Park retains some of its integrity of location and setting; some of its design, materials and workmanship; and hence some of its feeling and association.

The property boundaries of the original park from acquisitions from 1901-1929 are complex and have changed several times: the 6.29 acre portion north of Twenty-seventh Street became Crews Square in 1941; the southwest extensions have never been developed and these are scheduled to be lost to the proposed freeway. Nevertheless, the heart of Spring Valley Park remains and was consolidated by striking Twenty-eighth Street in 1952.

The Kessler design of the park dates from 1901, making it one of the older parks in the system, and exhibits some of Kessler's characteristic skills combined with some unique aspects of the site: the springs which give the park its name and the limestone rock quarry and outcroppings which are exposed on the east side of the park and were present at its inception. The original "canyon" was graded into a shallow valley, a winding drive was constructed across the park diagonally from northwest to southeast, a lake (now gone) was created from one of the springs, the valley floor was laid out for skating, tennis and baseball, a playground, fieldhouse and picnic grounds were built, and the valley sides were thickly planted as woodlands to make an attractive frontage for the surrounding homes. The "bones" of this design are recognizable today but time has taken its toll: the neighborhood was always "rough" (the area was known as "Razor Park" and it was the residents who besought the Park Board to take control) and the last fifty years has seen piecemeal efforts to maintain the park.

Original materials and workmanship are also evident, e.g. the original limestone curbs to the main drive. But other additions have not been particularly sympathetic to the park's purposes or character. The current rebuilding plans started in 1990 are an opportunity to restore some of the park's lost integrity, redefine its southwestern boundaries along the new freeway, and overhaul its recreation facilities.

The setting of the park has suffered too with the neighborhood changes and the clearances for the freeway. But the impacts have not been as severe as they might have been because of the park's internal orientation as a valley, contained by its rising side slopes and massed trees.

The feeling of the past, from the park's central valley drive and its exposed limestone formations, is still strongly evoked. Part of this, ironically, is that the park looks and feels old and worn because it has



not been kept "up-to-date". The improvement plans should, therefore, try to retain original materials and features which give Spring Valley its distinctive ambience.

Coming through all of this is the association of Spring Valley with Kessler and the early Park Board members who 90 years ago walked the site and saw its possibilities for transformation into a park. Of all the parks in the system, Spring Valley speaks to us of their commitment to the City and its citizens. Nothing could be more timely than the restoration of Spring Valley for the hundredth anniversary of the system's founding.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input checked="" type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

Statement of Significance: Spring Valley Park has some significance and, perhaps, is highly significant in the areas of landscape architecture and community planning.

In landscape architecture, it is significant as an old and known Kessler design illustrative of his skills in transforming a "difficult" site into a country park in the "natural" style. The limestone rock formations (natural) and limestone walls (constructed) confer a unique quality to the park, underscoring the basis for a Kansas City tradition of fine stonework in both major and minor park structures throughout the area. Were more of Spring Valley's design intact or in better condition, the park might be rated more highly. There is hope that the present plan will restore some of the park's lost integrity.

In community planning, Spring Valley is an important example of the larger neighborhood park, an integral part of Kessler's plan for the city. It is notable for the community initiating the movement for a park as early as 1901, meaning that the legal battles of the preceding decade against public acquisition of lands for public purposes had spent their force, and the civic and social benefits of parks were becoming widely recognized.

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## 12. INFORMATION SOURCES

---

### Bibliography:

Board of Park Commissioners. Annual Reports, 1905, 1907, 1909, 1914, 1941-42.  
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October 6, 1927.  
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November 2, 1968.

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Parks-Spring Valley.

Wilson, William H. The City Beautiful Movement in Kansas City.  
Columbia: University of Missouri, 1964.

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### **13. FORM PREPARATION**

---

**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91

# SPRING VALLEY

## PARK

SCALE 1" = 300'

N. J. AYRES  
JUNE 7, 1945

NELSON C. CREWS  
SQUARE

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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P23 SOUTHMORELAND PARK

1. LANDSCAPE NAME

Historic: Southmoreland Park  
Common/Current: "Squirrel Park", Southmoreland Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 6.50      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Southmoreland Park is classified as a playground area by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: West of the Nelson-Atkins Museum of Art between Oak Street on the east, Brush Creek Boulevard on the south, Warwick Boulevard on the west.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Southmoreland Survey, Landmarks Commission, Kansas City, MO

8. CULTURAL/HISTORIC INFORMATION



**Original Landscape Architect/Designer/Planner Name(s):** Attributed to George E. Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** NA

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** Unknown

**Client/Community Leader Name(s):** William Rockhill Nelson

**Date(s) of Construction:** pre-1897, construction; 1897, acquisition

**Historic/Cultural Context:** Southmoreland Park is located between Warwick Boulevard, Oak Street, Forty-fifth Street and Brush Creek Boulevard. This 3.86 acre park was a gift of William Rockhill Nelson, owner and founder of The Kansas City Star, to the Town of Westport. It became part of the Kansas City park system when the Town of Westport was incorporated into the Kansas City city limits in 1897. Some of the existing limestone retaining walls are probably from the original design.

**Chronology:**

1912: One tennis court was constructed.

1914: A bubble drinking fountain was erected at the tennis courts. A large part of the stone retaining walls on the north and west sides of the park was replaced.

1915: Fred Gabelman prepares plans for a shelter house.

1938: Three rogue courts were constructed at a cost not to exceed \$1,000. Lighting for the rogue courts was installed at a cost of \$300.00.

1943: The tennis court was removed.

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**9. EXISTING CONDITIONS**

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features
			<input type="checkbox"/> Encroached Upon

**Existing Conditions:** Southmoreland Park is another small valley similar to Mill Creek Park with many fine trees, including large old Honey Locusts. A small stream, intermittently dry, still runs through the park but its banks are somewhat eroded.

The two long sides of the park have dry laid stone retaining walls which, at the north end along Forty-fifth Street attain a height of



about 12 feet. These appear to be in good condition. They show fine workmanship but somewhat restrict access.

Within the park there are a few picnic tables and a play area on the west side. The museum on the east side does not generate much use, but the apartment dwellers bordering Warwick Boulevard on the west are especially well served.

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#### 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input checked="" type="checkbox"/> Use	<input checked="" type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input checked="" type="checkbox"/> Topography/Grading	<input checked="" type="checkbox"/> Vegetation	<input checked="" type="checkbox"/> Scenic Quality
<input checked="" type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

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**Statement of Integrity:** Southmoreland Park retains its integrity of location, much of its integrity of design, materials and workmanship, feeling and association; and some of its integrity of setting.

The original **property boundaries** were established when the land was donated before 1897 to the Town of Westport, becoming part of the park system when Kansas City annexed Westport.

The **design** attributed to George Kessler has changed several times in minor ways - various play courts have been built, moved or removed - but the major features have remained: the gently sloping greensward and many large trees, quite a few of specimen quality. The one encompassing structural element, a continuous limestone retaining wall running around the upper park on its west, north and east sides, has survived; periodic repairs have been done which match the original fine **materials** and **workmanship**.

There is a special feeling about this park. With the design consisting of only three elements - grass, trees and enclosing walls - it is like a pastoral precinct set apart from the busy commercial world. With this strong sense of time and place comes an awareness of the park's **association** with its donor, William Rockhill Nelson, whose property immediately to the east is now the Nelson-Atkins Museum.

The other estates around the park (shown in the 1919 Atlas) have long been replaced by apartment buildings. The **setting** around the park has undergone sweeping changes but, because the park is essentially inward-looking, the changes in its surroundings have only had a slight effect.

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#### 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input checked="" type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type

**Statement of Significance:** Southmoreland Park is highly significant in the areas of landscape architecture and community planning.

In landscape architecture, the park has an important association with two great founders of the park's system: George E. Kessler (landscape architect) and William Rockhill Nelson (the powerful editor of the Kansas City Star) who championed the cause of parks and donated the site as a park. In appearance, Southmoreland is an exquisite example of the "natural" style, emphasizing above all the pastoral effect of serenity, peace and tranquillity. The extent and quality of the stone retaining walls are impressive, and representative of a Kansas City and Kessler tradition.

In community planning, Southmoreland is exemplary of the small neighborhood park, donated for public purposes to maintain property values and provide a green oasis for the owners of abutting homes - now replaced by apartment dwellers. These small parks were an integral part of Kessler's city-wide plan.

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## 12. INFORMATION SOURCES

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### **Bibliography:**

Board of Park Commissioners. Annual Reports, 1905, 1914.  
Index to Minutes.  
Plan Nos. 10.103, 4.317.

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## 13. FORM PREPARATION

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P25 SWOPE PARK

1. LANDSCAPE NAME

Historic: Thomas H. Swope Park  
Common/Current: Swope Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 1763.0      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input checked="" type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input checked="" type="checkbox"/> Water Feature
<input checked="" type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
Other: _____		

Brief Description of Type: Swope Park is classified as a regional park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

**Preservation Status:** The park is currently undergoing a comprehensive master planning process by Howard, Needles, Tammen and Bergendoff (HNTB) which was adopted in March 1991. Principal changes include a new expanded zoo, a new horticultural school and display gardens, an international center, new athletic fields, new lakes and picnic areas, and several road and park shelter relocations.

A master plan for the Swope Park Zoo has also been completed by Patty Berkabile Nelson Immenenschuh Architects, Inc. (PBNI). Construction has started for the zoo, and design work is under way on other portions of the park and zoo plans.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

**Specific location, streets and features comprising the boundary:** Sixty-third Street Trafficway on the north, the Kansas City Southern Railroad tracks on the east, the line of Seventy-seventh Street and Oldham Road on the south and approximately Elmwood Avenue on the west south of

Sixty-seventh Street and Swope Parkway north of Sixty-seventh Street.

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**7. REPRESENTATION IN OTHER SURVEYS**

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<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

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Title of Survey and Depository of Records: None known

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**8. CULTURAL/HISTORIC INFORMATION**

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Original Landscape Architect/Designer/Planner Name(s): George E. Kessler, landscape architect (1898 comprehensive plan)

Alteration/Additions Landscape Arch/Planner/Designer Name(s): S. Herbert Hare, Hare & Hare (1930s-1940s)

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): Several (see chronology)

Client/Community Leader Name(s): Thomas H. Swope

Date(s) of Construction: 1896, acquisition; 1899-date, construction

Historic/Cultural Context: Although not included in the 1893 report that outlined a comprehensive program for a park and boulevard system, the first official Park Board had in view the matter of "great outer parks." August Meyer, president of the Board, had authorized "surveys to be made of an extensive area of country southeast of Kansas City with the purpose of selecting land for at least one of the great outer parks ultimately needed and hoping that such acquisition might be made." Concurrently (May, 1896), millionaire Kansas Citian Thomas H. Swope donated 1,354 acres to the city to be used solely as a park.

The land that Swope gave to Kansas City was an undeveloped tract that he had purchased in 1893 called "Mastin's Grove". Swope originally thought he would develop this land into a farm, but foreseeing a rise in taxes to pay for Kansas City's new park and boulevard system, he donated his land for park purposes.

In June of 1896, the Board of Park Commissioners of Kansas City accepted Swope's massive gift through deed which stipulated that the land was "free from all encumbrances, conditioned that it should always remain a public park, could not be bonded and should always be known as Swope Park." Swope also required that surveys and plans of the park should be prepared and approved by him and that for ten years beginning on the date of the deed, the city must spend at least \$5,000 annually for permanent improvements. In 1906, the last requirement was waived.

The gift of Swope Park was most enthusiastically accepted, not only by the Park Board, but by Kansas City as a whole. The City Council quickly passed a resolution "declaring the dedication of Swope Park a

holiday." The Jubilee, the grand dedication of Swope's gift, was held on June 25. The celebration, in which over 18,000 people participated, commenced with a parade and continued throughout the day.

The development of Swope Park, the bulk of which spans almost fifty years, can best be studied using the following chronology:

**Chronology:**

1893: Thomas H. Swope buys "Mastin's Grove" in October with the intention of converting the land into a mammoth farm.

1896: Swope donates "Mastin's Grove", 1,334 acres, to Kansas City free from all incumbencies, conditioned that it should always remain a public park, could not be sold or bounded and should always be known as Swope Park. This deed occurred on May 29 and was accepted by the Board of Park Commissioners under Resolution No. 299, adopted June 3.

The Jubilee or grand dedication of Swope Park was held on June 25. The Kansas City Star stated that approximately 18,000 people attended.

1897: A survey of Swope Park was conducted and revealed that the gift contained 1333.993 acres less 9.73 acres for Elmwood Avenue, Gregory Boulevard and the Kansas City Southern Railway.

1899: The Secretary of the Board instructed to lease from Thomas Swope his residence on Cleveland and 14 acres of pasture south of the residence and the unplowed part of the orchard from January 1, 1899 through January 1, 1900.

A resolution adopted to appropriate money for Swope Park improvements.

The creation of a department by the Board to be known as Swope Park Department.

Consent by Board for the Kansas City Interurban Railway Company to enter Swope Park and construct a line in 1900.

A contract awarded to John T. Neil for the erection of a one frame shelter building, one wagon shed and four toilet houses.

1901: A resolution adopted to allow T.A. Swearingen to pasture 35 head of cattle in Swope Park for two months.

Permission granted to the 3rd Regiment to establish a rifle range in Swope Park.

John Van Brunt hired to design the Main Entrance Gates; the gates are constructed.

1904: A resolution adopted that A. Van Brunt and Brother be paid usual

compensation for supervision of the Shelter Building. The design approved; J.B. Neevel awarded a contract.

John Hallio advised to finish stone work on the Entrance Gate and Shelter Building.

A resolution adopted that George Kessler be requested to draw specifications for bronze medallion of T. Swope and a tablet for Swope Park.

1905: Shelter No. 1 (the Main Shelter Building) completed.

Thomas A. Dodd appointed foreman of Swope Park.

A prize of \$100 (first place) offered for drawing of Swope Park building.

A stone cellar, east of the Nurseryman's Cottage was built.

Louis S. Curtiss received first prize for his design of a superintendents's house.

The secretary to notify Mr. Curtiss to prepare plans and proposals for construction of the superintendent's house. A contract awarded to Fowler and Gould.

The Board instructs landscape architect to have a dam constructed at Swope Park for water use in the Main Shelter Building.

A proposal of U.S. Water and Steam Supply Company to install water works system in Swope Park. A contract awarded.

Plans prepared for a lake in Swope Park.

Street rail reaches Swope Park. Fare is 5 cents.

Plans approved for a stable and storage barn. Contract awarded to Fowler and Gould.

Concession space allowed in the Main Shelter Building.

1906: The sunken gardens, terraces and walks at the Main Shelter Building were completed.

A 9-hole golf course was established in October on the meadow east of the Main Shelter Building.

An addition made to greenhouses (built c. 1905) located at Sixty-eighth Street and Elmwood Avenue.

1907: The Board's Secretary instructed to advertise for proposals to construct a suspension bridge across the Blue River. A contract awarded to Midland Bridge Company. The bridge constructed,

making the athletic field accessible to pedestrians.

Plans prepared to construct a lagoon.

Tennis Courts were established one block east of the new refreshment building now under construction.

K.C. Chandelier and Brass Manufacturing Company furnished wiring and fixtures for the Main Entrance and Shelter Building.

1908: A resolution that a map be prepared showing the location of a zoological garden.

A resolution that the Board have surveys made for driveways in the eastern section of the park so that county roads could be connected with these driveways in the future.

A resolution adopted to establish a monument of T. H. Swope at the entrance of Swope Park.

A contract awarded to W.H. White for grading The Lagoon.

George E. Kessler prepares a plan for a bridge over Seventy-first Street.

A refreshment building was completed approximately 1000 feet northeast of the Main Shelter Building in June.

Two oak trees, donated by Thomas T. Crittenden, were planted south of the south pergola of the Main Shelter Building on June 22.

Power was issued to the Main Shelter Building and the Main Entrance in August. The north room in the basement of the Main Shelter Building was equipped with lockers and shower stalls.

Plans approved for a Zoological Building 153 feet by 86 feet.

A road leading from the main entrance to the new refreshment building was graded and paved. A new road was graded from the Lake of the Woods to the quarry; greenhouse roads were paved.

The Lake of the Woods was completed. In addition, a canal was built which carried surplus water from the Lake of the Woods north 1/2 mile to the natural lagoon (The Lagoon).

1909: Letter from Clifton Wood asking to use the park for a summer camp for the Young People's Society.

A resolution adopted that the Board cooperate with the mayor and common council in finding a suitable burial place in Swope Park for the body of T.H. Swope.



Tablet of T. H. Swope completed by Mrs. Miles.

A contract to construct a concrete core for the Lagoon dam awarded to A.M. Blodgett.

Preparation of plans for bridle paths.

The Bird and Carnivora House was completed in October and opened to the public on December 13.

The Lake of the Woods road was paved and its connection with Raytown Road and Swope Park Boulevard at the northeast corner of the park was graded.

Power issued to the greenhouse and barn.

- 1910: A bill received from Jules Berchem for two bronze tablets and two plaster castings of T. H. Swope Monument.

Ira G. Hedrick prepares plans for The Lagoon bridge.

A concrete core for The Lagoon dam was constructed.

- 1911: A letter from J.R. [Thomas?] Lamb, New York, asking to submit designs for the Swope Monument.

A resolution adopted requiring the Board to establish more sanitary drinking fountains.

The roadway at the entrance to the park widened.

- 1912: A resolution to adopt Karl Bitter's suggestion for the location of the Swope Memorial.

J.L. Loose appeared before Board relative to the donation of a flagpole. Matter referred to G. Kessler.

Boating on The Lagoon commenced.

Camp Pleasant, a summer camp for boys and girls, was inaugurated. Thomas Swope bequeathed the income of a piece of property (\$2,000 annually) for the entertainment and instruction of children in Swope Park, annually, forever.

Cricket grounds established.

- 1913: A letter from J.L. Loose and a preliminary sketch of the flagpole received. The flagpole presented to the Board.

Persons in need of water permitted to remove it from Lake of the Woods.

A bill from Karl Bitter for services in connection with Swope

Memorial approved.

A. Van Brunt and Company prepare working drawings for Shelter House No. 2; plans approved; shelter constructed.

1914: 6.7 of the 18.76 miles of roads in Swope Park are complete.

Shelter House No. 2, constructed to the east of the refectory, was dedicated on September 15.

Three steel-framed greenhouses were designed by Lord & Burnham.

A contract awarded to Guinotte and McGee for the Boat House.

Nine holes of Golf Course No.1 laid out; design by James Dagleish.

Designs for the Mall (east of the Main Shelter Building) are conceptualized.

1915: A communication from Kessler relative to the location of the flagpole. Motion accepting plans of John Summons Company for placement of the flagpole.

The Jacob L. Loose Memorial Flagpole was dedicated on July 5.

A motion accepted from George Kessler for services on plans for flagpole

L.R. Ash appeared before the Board relative to studies for a bridge over the Blue River at Seventy-first Street.

Dr. J.A.L. Waddell prepares plans for the Seventy-first Street Bridge.

A resolution adopted authorizing Waddell and Sons to proceed with the preparation of plans for construction of the bridge.

A resolution adopted to place public roads and certain parts of Sixty-seventh Street to Elmwood Avenue under control of the Board.

The Mall design is published.

Plans prepared for a large athletic field east of the Blue River and just south of the Lagoon. Plans include a reinforced concrete foot bridge, 12 feet in width, over the Lagoon leading from the athletic field directly east of the suspension foot bridge over the Blue River to the island in the Lagoon.

1916: Approval of plans for the Seventy-first Street Bridge; contract to construct the bridge awarded to Horton Concrete Construction Company.

An order to prepare a soccer field.

A communication from J.L. Loose relative to the preparation of two flags and suggestions for bronze plates.

Plans prepared for a club house; contract awarded to A.E. Hofer. Plans also prepared for a stable for shetland ponies and a head animal keepers residence. Contracts awarded.

Plans prepared for a cottage for the head gardener; contract awarded to John Gosling.

The Board requests competitive sketches for a Pavilion. Plans approved; contract awarded to G.W. Huggins; construction commenced.

Greenhouses completed at Sixty-eighth and Elmwood Avenue.

- 1917: John G. Paxton presented to the Board an order for \$20,000 to be used for the Swope Memorial.

A resolution to adopt specifications amended for the Swope Memorial. A resolution approving plans for erection and location of the Swope Memorial.

A resolution approving contract of George W. Huggins Construction Company for construction of the Swope Memorial.

A resolution awarding a contract to Gardner Ornamental Plastering Company for plaster models of Swope Memorial; approval of the estimate for work on models.

An order to discuss with Wight and Wight relative to the size of joints in the Swope Memorial.

A motion approving a bill of Horton Concrete Construction Company for work on the Seventy-first Street Bridge.

Plans for widening and improving the road in Swope Park leading from the Lagoon to the new golf course; additional 9-holes in Golf Course No.1 constructed.

Friedley-Voshardt Company contracted to make the lions head gargoyles for the Pavilion; Gould & St. John work on the Pavilion and Golf Clubhouse.

Swope Park Pavilion completed.

- 1918: A resolution adopted that the Board cooperate with the Missouri State Fish Commission to establish a fish hatchery in the Lake of the Woods.

The Pavilion opened to the public, April 7.

Wilbur H. Dunn to prepare plans for a bridle path along The Paseo from Forty-seventh Street to Meyer Boulevard into Swope Park.

Orders that the Seventy-first Street Bridge be opened to the public at 2:30 p.m., April 4.

W.W. Knight, A.M. Fellows, et al. ask the Board for a drinking fountain in front of the entrance to the park.

A communication with reference to placing the body of Thomas H. Swope in the Memorial.

Wight and Wight design an approach to the Swope Memorial.

1919: An eagle, which had been replaced on top of the flagpole, was donated by J.L. Loose.

The design for the Mall is revised.

1921: The American Legion approved plans for a fountain; a contract with Robert Gage. The American Legion Memorial II was dedicated in Swope Park on October 30.

1922: The removal of a stone wall that extended on the west end of the Seventy-first Street Bridge.

The area to be known as the Mall is graded; trees planted along the Mall in Swope Park as a memorial to the fallen soldiers. (Note: Apparently the Mall, as designed in 1919, was never implemented).

Plans for the fish hatchery prepared and approved; a contract awarded.

A contract awarded to the National Construction Company to build a water reservoir for the Fish Hatchery.

Kessler and Dunn directed to prepare plans for a bathing beach in The Lagoon and a "plantation" at the site. The beach is opened to the public on June 11.

Carnie-Goudie Manufacturing Company constructs tents and dressing rooms around the bathing beach.

A combined fountain spray designed by Harrington, Howard and Ash, is being constructed in the Lagoon.

Golf Road constructed. Approval of plans for a retaining wall on the west side of Golf Road west to the Golf Shelter House; the wall was built.

The old Golf Course Clubhouse, destroyed by fire in 1916, rebuilt by Shepard and Wiser, architects.

Wight and Wight directed to prepare a sketch and estimate of the cost for constructing a rail in front of the Swope Memorial. A resolution adopted approving plans for additions to the Swope Memorial.

W.D. Wight prepares plans for a nurseryman residence.

Shelter Nos. 3, 4 and 6 constructed.

- 1923: B.F. Bush, botanist, engaged to make a study and catalogue of the trees in park.

Paths constructed in the sunken garden and around the Main Shelter Building.

- 1927: The Alfred Benjamin Memorial, designed by F. H. Packer, was dedicated on May 29.

- 1929: Shelter Nos. 3, 4 and 6 and six rubble stone comfort station plans adopted.

- 1930: A resolution adopted approving an ordinance authorizing an expenditure of \$11,428.53 out of proceeds of the Swope Park Fund by force account.

Plans for Shelter Building No.7 prepared.

- 1931: Permission granted to KC Chapter of War Mothers to transfer monument from the Shelter House to Leavenworth, Kansas penitentiary.

Musselman and Hall complete four comfort stations; a contract to the same for the construction of a wading pool.

Shelter No. 7 completed.

Pilot Loren G. Stock flies into the Loose Memorial flagpole. Passenger dies.

- 1932: Clyde L. Love repaired the flagpole.

- 1933: Three cabins on Sunrise Hill, maintained by the Humane Society as a summer camp for girls, were destroyed by fire on November 16.

- 1934: J.E. Dunn Company rebuilds pergolas at Shelter No. 1.

A.W. Tillinghast, Inc. hired to redesign the golf course.

The Board acquires through purchase 21.550 acres from Edward H. Collins for \$4,000.00.

- 1938: A bridle path, six miles in length, was constructed in the

southeast section of the park.

- 1941: J.J. Cahill Construction Company builds the Ranger Station.

The construction of the Swimming Pool commenced on July 10. with WPA labor. Plans for the pool by Marshall & Brown, architects, with Hare & Hare, Landscape Architects.

Edward Delk prepares plans for a concession stand to replace the Lakewood Stand. J.J. Cahill Construction Company awarded the contract.

- 1942: The Board executes a contract for payment of services of A.W. Archer for plans of the Music Temple, a WPA project.

The swimming pool was opened to the public July 30.

- 1943: Archer authorized to prepare final plans for the Music Temple. (Apparently, this structure was never built).

- 1944: The Board acquires through purchase 59.954 acres from Danciger Brothers for \$12,500.

- 1947: The Boathouse constructed.

Shelter No. 8 moved when the new Boathouse was constructed; the new location, south of the Boathouse.

The Board acquires through purchase 18.710 acres from Henry and Mary Ellen Banfield for \$5,750.

- 1948: Plans approved for Mary A. Frazer Memorial.

The reconstruction of the greens of Swope Park No. 1 Golf Course.

- 1949: Design and plans approved for an ornamental sign for the West Entrance.

The Board acquires through purchase 212 acres from John Mayer for \$25,000; the Board acquires through Land Trust 9.709 acres for \$579.67.

- 1950: A resolution adopted by the Board to take immediate steps to condemn property immediately south of Sixty-third Street Trafficway, east of Yates Road and adjoining Swope Park on the north for park purposes.

The Board acquires through purchase 12.833 acres from H.E. Hagerman, Carol H. Durand for \$2,000.

Thirty-nine acres acquired by condemnation.

The Board acquires by gift 15.284 acres from J.J. and Freda J.

Lynn.

A deed received from J.J. Lynn for 50 acres.

A resolution adopted purchasing all of Lot 8, Swope Acres from A.P. Conard for \$1,000.00. Total of 8.947 acres.

The Board acquires through purchase 1.737 acres from Elizabeth Gregory.

A study made for the location of a new comfort station to replace one near No. 2 Shelter House; Benton Prock awarded a contract.

1951: Parks received \$3000 from the estate of Mrs. Edith A. Norton for a memorial drinking fountain in honor of Mary A. Fraser, her mother; location of fountain approved.

Starlight Theatre, designed by Edward B. Delk, was completed.

1952: A comfort station constructed by park labor in picnic area No. 14.

The Resident Camp improved and enlarged. Six cabins added, bringing total to nine. Two large dining rooms were constructed.

Total acreage in Swope Park to date: 1,756.915.

1955: Swope Monument in "deplorable condition" due to vandalism.

1959: Consideration of archery range.

Missouri Conservation Committee stated that Lake of the Woods be opened May 30.

Shelter No. 2 renovated following fire. Roof contract: G.S. Rogers; J.M. Construct Company for general repairs.

1965: Flagpole painted by the Newby Sign Company.

1977: Swope Interpretive Center (formerly Main Shelter Building No. 1) dedicated May 8.

1983: John See, architect, prepares preliminary plans for remodeling the Swope Memorial Golf Course Clubhouse.

1990: Renovation of Swope Memorial Golf Course and Lake of the Woods.

1991: Swope Park Master Plan adopted on March 19. Work in progress on the first phase of the Zoo reconstruction and planning under way for other plan elements.

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## 9. EXISTING CONDITIONS

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Condition	<u>    </u> Excellent	Changes	<u>    </u> Unaltered
	<u>  X  </u> Good		<u>  X  </u> Altered
	<u>    </u> Fair		<u>  X  </u> Added to
	<u>    </u> Deteriorated		<u>  X  </u> Loss or Removal of Features
	<u>    </u> Severely Deteriorated		<u>    </u> Boundaries or Features
			<u>    </u> Encroached Upon

**Existing Conditions:** Swope Park is the largest city park in the Kansas City system (and one of the largest city parks in the United States) covering 1,763 acres. The park is divided into a western and eastern part by the Big Blue River and its associated tributaries, which is the primary watercourse draining the eastern half of the Kansas City Metropolitan area.

Physically, the middle third of the park is occupied by the Blue River and its flood plain. The western third is mostly open park land ascending gradually about 200 feet from the river to the park's main entrance at Meyer Boulevard and Swope Parkway. The eastern third has more extensive woodlands and more pronounced slopes, rising to the park's two high points at Camp Lake of the Woods and Swope Memorial Golf Course.

The western third of the park. The main entrance to Swope Park is located at the eastern end of Meyer Boulevard on Swope Parkway. There are large entry monuments of cut-limestone and large flower beds in the roadway median (see F14).

Just south of the drive is the Swope Park Interpretive Center which currently houses the Boulevard Services Division, Planning Center and Recreation Division of the Parks, Recreation and Boulevard Department. It is a rough-cut limestone structure with pergolas extending on the north and south ends of the building. East of the building is a symmetrical network of concrete walks in lawn which used to be the sunken garden (see F15).

East of the sunken garden area is Loose Memorial Flagpole (see F16) and the American Legion Memorial (see F38). A large open lawn, known as the Mall, drops away to the east towards the zoo. North of the Mall is a picnic area with several large shelters, picnic tables and grilles. The largest shelter is a neo-classical building called the Music Pavilion (see F23). Just east of these picnic shelters is the Alfred Benjamin Memorial on the north side of the road (see F34) and Starlight Theater to the south. The Starlight complex includes a large outdoor theater (7,860 seats), a large parking area, administration and maintenance building, and a restaurant/theater club. Due east of the theater complex is the Blue River flood plain which is completely overgrown with a combination of Oak/Hickory Forest and riparian vegetation.

The park road turns north at this point and intersects Sixty-third Street Parkway. West of this intersection, the Parkway is a divided



four-lane roadway with a median varying in width from 10-20 feet. East of this intersection, the Parkway is undivided across the Blue River Bridge. The median reoccurs east of the bridge. Sixty-third Street Parkway is the northern boundary of Swope Park.

South of the Swope Interpretive Center, the park road turns east and borders the southern edge of the Mall. The Mall Drive is paralleled by Sixty-seventh Street forming a seeming parkway-type arrangement with a wide (fifty feet) median, except that both streets are two-lane and two-way. The Mall Drive continues east to the zoo, separating around a median planted with a double row of pin oaks (see F38). Sixty-seventh Street stops at Elmwood Avenue, which continues south and forms the west boundary of the park for a two block stretch. Parks maintenance headquarters for District #4 (see F30) and Land Development, and the greenhouse complex are located on the east side of Elmwood Avenue at about Sixty-ninth Street (see F28). South of this administrative center are several ballfields and a picnic area. South of Gregory Boulevard is a large picnic area with grilles and tables.

Swope Park Zoo has been progressively modernized, but still has some outdated types of exhibits. (It has recently completed and adopted a comprehensive master plan). The main zoo buildings are the Cat House, the Great Ape House, the Tropical Habitat, the Giraffe and Elephant Exhibit, the bear exhibits (old-WPA), a dairy barn and administration. The other exhibits (seals, grazing animals, water fowl, etc.) are all connected by paved pathways and a miniature railroad.

The Blue River and Union Pacific Railroad split the park just east of the zoo. An old, abandoned pedestrian suspension bridge crosses the river from the zoo area (see F32). The only other east-west crossings are at Sixty-third Street and Gregory Boulevard (see F31). These bridges, with cast stone ballasters and sidewalks, cross both the railroad and river.

The eastern third of the park. There is an entrance to the eastern third of Swope Park off Sixty-third Street at Lewis Road, which is a two-lane, undivided roadway. The Parks Department administration headquarters building, a one-story limestone structure, is located just west of this intersection. Numerous ballfields are located south of Sixty-third Street on both sides of Lewis Road.

The Lagoon (see F36) is west of Lewis Road in the Blue River floodplain. It is a circular lake with a Boathouse on the south, a large Swimming Pool complex on the north (see F24), an island in the middle, and a roadway with parking around it. There is a gabion limestone retaining wall on the edge of the Lagoon which is five years old. The Boathouse and Swimming Pool appear to be in good condition. There are two large shelters (Nos. 6 and 8) and picnic facilities south and west of the Lagoon.

Lewis Road turns into Lakeside Drive to the south. Gregory Boulevard continues east through dense, Oak/Hickory Forest and leaves the park just before reaching Interstate 435. Southeast of the Gregory-Lakeside intersection is the Lake of the Woods (see F37) with picnicking

Due west of the Lake of the Woods is the Nature Center, housing several nature exhibits as well as some wild animals, and the Park Ranger Station (see F21 and F22). Oldham Road leaves the park to the southeast through a heavily wooded area with Shelter No. 7 (see F20) and some picnic facilities. On the hill between the Lake of the Woods and Oldham Road is a large camping area with several cabins and a headquarters building.

The Parks Department Nursery is located north of the Gregory Boulevard, east of the Blue River. It includes a greenhouse and residence with several acres of shrubs and trees (see F29). Just east of the nursery is an old stone slaughterhouse (see F27).

<u>X</u> Property Boundary(ies)	<u>X</u> Use	<u>  </u> Adjacent Features
<u>X</u> Design/Plan	<u>X</u> Design Intent	<u>X</u> Spatial Relationships
<u>X</u> Topography/Grading	<u>X</u> Vegetation	<u>X</u> Scenic Quality
<u>X</u> Architectural Features	<u>X</u> Circulation	<u>  </u> Site Furnishings
<u>  </u> Other Specific Attribute(s): _____		

The original property boundaries given by Colonel Thomas H. Swope in 1896 of approximately 1,313 acres have been added to over the past 95 years by 13 separate acquisitions (purchases, transfers or donations) mostly in the northwest and southwest, bringing today's total to approximately 1,763 acres. These additions have tended to consolidate the original land gift and rationalize the park boundaries, e.g. by extending the eastern property line to the Kansas City Southern Railway.

The basic plan of the park dates from the original Kessler design of 1898, which was published and refined in subsequent Park Reports, (1905-1911), along with revisions and supplementary plans that continued for the next fifty years. Kessler's intimate involvement with many aspects of his design for the next twenty-five years is borne out by the detailed chronology preceding: from the Kessler designed Main Entrance ensemble (1901) to his consultancy to the Park Board with Wilbur H. Dunn for a beach on the west side of the Lagoon (1922). Many different firms

were involved - architects such as Van Brunt, Wight and Wight and E.B. Delk, engineers such as J.A.L. Waddell, and sculptors such as Robert Merrell Gage and Frances H. Packer - but the continuity of Kessler's hand in the building out of his design is everywhere apparent. Following his death, the nationally known landscape architects S. Herbert Hare and the firm, Hare and Hare, continued in the Kessler tradition.

Of the twenty-five architectural and landscape features discussed subsequently and listed below, Kessler was directly involved with sixteen. For ease of reference, these are listed below:

**Entrances:**

F14 Grand Entrance	1901	Kessler
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**Shelters and Pavilions:**

F15 Shelter #1 (and sunken garden)	1904	Van Brunt
F16 Loose Flagpole	1912-15	Kessler
F17 Shelter #2	1913-14	Hare and Hare
F18 Shelters #3, 4, and 6	1929	Hare and Hare
F19 Shelters #5 and 8	c.1940-42	WPA
F20 Shelter #7	1931	E.B. Delk
F21 Lakeside Nature Center	1941	E.B. Delk
F22 Ranger and First Aid Station	1941	E.B. Delk
F23 Swope Pavilion (Bandstand)	1916-18	NA

**Recreation Buildings:**

F24 Swimming Pools	1941-42	Marshall and Brown, Hare and Hare
F25 Golf Clubhouse #1	1917, 22	Shepard and Wiser
F26 Bird and Carnivora House	1908-09	Saylor and Seddon

**Service Buildings:**

F27 Abattoir	1930-31	W. L. Gillespie
F28 Greenhouses	1914-16	Lord and Burnham
F29 Greenhouse and Nurseryman's Cottage	1914-16, 1922-23	Lord and Burnham W. D. Wight
F30 District #4 Headquarters	1905	G. W. Loomis

**Bridges:**

F31 Seventy-first Street Bridge	1916-18	J. A. L. Waddell
F32 Suspension Bridge	1907	Midland Bridge Company

**Memorials:**

F33 Swope Memorial	1917-18 1922-23 1930-31	Wight and Wight Wight and Wight Hare and Hare
F34 Benjamin Memorial	1927	Francis H. Packer
F35 American Legion II Memorial	1921	Robert Merrell Gage

**Landscapes:**

F36 The Lagoon	1907-08	Kessler
F37 Lake-of-the-Woods	1908-09	Kessler
F38 The Mall	1914, 22, 29	Kessler

Post-Kessler projects such as the Swimming Pools or later park shelters were in accordance with his general plan or carried out in a sympathetic design idiom.

Thus, Swope Park displays a remarkable integrity of design, materials and workmanship. The basic landuse dispositions of main entrance, picnic grounds, zoo, athletic fields, woodlands, plant nursery and service area are essentially the same. The principal designed landscapes - the Lagoon, Lake of the Woods and the Mall - are much as Kessler completed them. Although the original Kessler 9-hole golf course below the Main Shelter Building #1 was transferred to the far side of the Blue River and doubled in size, the Golf Clubhouse #1 that burned down was rebuilt thereafter on the original foundations and using original materials. Both bridges across the river date from the Kessler period. Kessler, through Van Brunt and others, established the style for park shelters throughout the park. He was closely consulted on two of the three park memorials. And much of the vegetation reflects the overall naturalistic approach combined with site specific formal gardens or boulevards (the Mall), that Kessler favored.

There is also a control and consistency of materials and workmanship, whether it is the rough stone of the park's shelters and main entrance, or the fine marble and granite for the park's major memorial, which acts as a unifying influence.

The one area of failure was the Zoo. Kessler's plan avoided the stereotyped formal layouts of other zoos of the period and included large open paddocks with underpasses separating animals from people, but appears to have rather quickly become outdated. The one original building, the old Bird and Carnivora House (1909) was unsympathetically remodelled (1969-70). Its future in the new Zoo Plan (1991) is uncertain.

Nevertheless, the park landscapes and the comprehensive collection of period buildings convey a strong feeling of the past, which the new master plan for the park takes into account. The association with Kessler, August Meyer, Thomas Swope and the early Park Board should be strongly reflected through the retention and thoughtful interpretation of many of the park's original features.

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## 11. SIGNIFICANCE

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<input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input checked="" type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input checked="" type="checkbox"/> Example of Fine Craftsmanship
<input checked="" type="checkbox"/> Example of Particular Style	<input checked="" type="checkbox"/> Example of Particular Type
<input checked="" type="checkbox"/> Example of Particular Time	<input checked="" type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies):	

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Statement of Significance: Swope Park is, therefore, of exceptional significance in the acres of landscape architecture and community planning.

In landscape architecture, it is of supreme interest as a late 19th century "country" park, the largest city park of the Kansas City system.

Like Loose Park but on a much vaster scale, Swope Park provides regional recreation facilities in a predominantly naturalistic landscape, with large acres preserved and managed as woodlands, and small targeted acres laid out as architectural gardens or formal boulevards (the gardens are gone but proposed to be resurrected, and the main entrance and mall will be retained). As the primary example of the master landscape architect George E. Kessler, Swope Park is of major significance. It covers the last thirty years of Kessler's life, during which the 19th century "pleasure ground" became more and more a regional recreational facility - golf courses were laid out, beaches were replaced by swimming pools and a boathouse, and the zoo was expanded. Kessler advised throughout this slow transition and superintendent Dunn and engineer Lewis continued in the path Kessler established.

In landscape architecture, Swope Park is equally important for the work of Kessler's collaborators: architects, Van Brunt, Wight and Wight and Edward Buehler Delk; engineers, J.A.L. Waddell; sculptors Robert Merrell Gage and Francis H. Packer. After Kessler's death, his work was continued at as very high level of sympathy and understanding by the landscape architects S. Herbert Hare and the firm Hare and Hare. Covering half a century, changes in taste and style in park buildings are of considerable interest. On the one hand are the park pavilions, united by a stone masonry and pitched roof vocabulary and achieving a rare monumentality in the Pavilion. Then, in the forties, came two Art Deco buildings - the Swimming Pools and the Boathouse. Finally, in 1951 was completed Delk's Starlight Theater, a large outdoor theater in an eclectic mix of brick masonry towers and raking arcades, combining state-of-the-art sight lines with traditional imagery (Scandinavian or Dutch romanticism?). The boathouse and theater are too late to be discussed here, but nevertheless should be included in the impressive roster of park buildings.

In community planning, Swope Park has exerted a profound influence on countless Kansas Citians, from the 18,000 who came to the park's opening on June 25th, 1896 to the over one million visitors today. It is a prime example of a regional park serving an entire metropolitan area. It is significant in the history of race relations in that facilities formerly segregated are now open to all. This democratic inclusivity is maintained in the 1991 Swope Park Master Plan which presents a vision for the future shaped upon the legacy of the park's historic achievement.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Reports.  
Index to Minutes.  
Plans.

Kansas City Star. November 27, 1904.  
July 7, 1909.  
October 21, 1915.  
February 22, 1918.

May 24, 1921.  
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June 11, 1936.  
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Kansas City Times. April 3, 1907.  
August 16, 1910.  
May 18, 1916.  
May 27, 1921.  
February 24, 1942.

Kansas City World. May 7, 1905.

Wilson, William H. The City Beautiful Movement in Kansas City.  
Columbia: University of Missouri Press, 1964.

Swope Park Master Plan. Technical Memorandum #1, Issues and Analysis.  
Parks, Recreation and Boulevards, Kansas City, MO and HNTB Urban Design  
and Planning Group, May 1989.  
Summary of the Plan, March 1991.

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### 13. FORM PREPARATION

---

**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91





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6-17-32







1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P25 SWOPE PARK

1. LANDSCAPE NAME

Historic: Thomas H. Swope Park  
Common/Current: Swope Park

2. LOCATION Refer to Base Map

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 1763.0      Length (Miles):

3. OWNER OF PROPERTY If group or government agency, give contact person

Name: Kansas City, MO, Board of Parks and Recreation Commissioners  
Street Address: 5605 East 63rd Street  
City/Town: Kansas City      State: Missouri      Zip Code: 64130  
Contact Person: Jim Shoemaker (Parks, Recreation and Boulevards)  
Phone: (816) 523-5613

4. LANDSCAPE TYPE Check all that apply

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative

Other: \_\_\_\_\_

Brief Description of Type: Swope Park is classified as a regional park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS Check and describe as required

If privately held, acquisition status: Not applicable, Board of Parks and Recreation Commissioners ownership.

Preservation Status: \_\_\_\_\_

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Sixty-third Street Trafficway on the north, the Kansas City Southern Railroad tracks on the east, the line of Seventy-seventh Street and Oldham Road on the south and approximately Elmwood Avenue on the west

south of Sixty-seventh Street and Swope Parkway north of Sixty-seventh Street.

Repository of Legal Description, Courthouse/Registry of Deeds: Jackson County Courthouse

Contact Person: \_\_\_\_\_

Street Address: 415 East 12th Street

City/Town: Kansas City

State: MO

Zip Code: 64106

Phone: (816) 881-3198

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#### 7. REPRESENTATION IN OTHER SURVEYS

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\_\_\_\_ National Register

\_\_\_\_ National Landmark

\_\_\_\_ State Designation

\_\_\_\_ Local Designation

\_\_\_\_ Other

Title of Survey and Depository of Records: \_\_\_\_\_

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#### 8. CULTURAL/HISTORIC INFORMATION

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Original Landscape Architect/Designer/Planner Name(s): George E. Kessler, landscape architect

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): Unknown

Client/Community Leader Name(s): NA

Date(s) of Construction:

Historic/Cultural Context:

##### Chronology:

1893: Thomas H. Swope buys "Mastin's Grove" in October with the intention of converting the land into a mammoth farm.

1896: Swope donates "Mastin's Grove", 1,334 acres, to Kansas City free from all incumbencies, conditioned that it should always remain a public park, could not be sold or bounded and should always be known as Swope Park. This deed occurred on May 29 and was accepted by the Board of Park Commissioners under Resolution No. 299, adopted June 3.

The Jubilee or grand dedication of Swope Park was held on June 25. The Kansas City Star stated that approximately 18,000 attended.

1897: A survey of Swope Park was conducted and revealed that the gift contained 1333.993 acres less 9.73 acres for Elmwood Avenue, Gregory Boulevard and the KCS Railway.

1899: The Secretary of the Board instructed to lease from Thomas Swope his residence on Cleveland and 14 acres of pasture south of the residence and the unplowed part of the orchard from January 1, 1899 through January 1, 1900.

A resolution adopted to appropriate money for Swope Park improvements.

The creation of a department by the Board to be known as Swope Park Department.

Consent by Board for the Kansas City Interurban Railway company to enter Swope Park and construct a line in 1900.

A contract awarded to John T. Neil for the erection of a one frame shelter building, one wagon shed and four toilet houses.

1901: A resolution adopted to allow T.A. Swearingen to pasture 35 head of cattle in Swope Park for two months.

Permission granted to the 3rd Regiment to establish a rifle range in Swope Park.

John Van Brunt hired to design the Main Entrance Gates; the gates are constructed.

1904: A resolution adopted that A. Van Brunt and Brother be paid usual compensation for supervision of the Shelter Building. The design approved; J.B. Neenel awarded a contract.

John Hallio advised to finish stone work on the Entrance Gate and Shelter Building.

A resolution adopted that George Kessler be requested to draw specifications for bronze medallion of T. Swope and a tablet for Swope Park.

1905: Shelter No. 1 (the Shelter Building) completed.

Thomas A. Dodd appointed foreman of Swope Park.

A prize of \$100 (first place) offered for drawing of Swope Park building.

Louis Curtiss received first prize for his design of a superintendents's house.

The secretary to notify Mr. Curtiss to prepare plans and proposals for construction of the superintendent's house. A contract awarded to Fowler and Gould.

The Board instructs landscape architect to have a dam constructed at Swope Park for water use in the Shelter Building.

A proposal of U.S. Water and Steam Supply Company to install water works system in Swope Park. A contract awarded.

Plans prepared for a lake in Swope Park.

Street rail reaches Swope Park. Fare is 5 cents.

Plans approved for a stable and storage barn. Contract awarded to Fowler and Gould.

Concession space allowed in the Main Shelter Building.

1906: The sunken gardens, terraces and walks at the Main Shelter Building were completed.

A 9-hole golf course was established in October on the meadow east of the Shelter Building.

1907: The Secretary to advertise for proposals to construct a suspension bridge across the Blue River. A contract awarded to Midland Bridge Company. The bridge constructed, making the athletic field accessible to pedestrians.

Plans prepared to construct a lagoon.

Tennis Courts were established one block east of the new refreshment building under construction.

K.C. Chandelier and Brass Manufacturing Company furnished wiring and fixtures for the Main Entrance and Shelter Building.

1908: A resolution that a map be prepared showing the location of a zoological garden.

A resolution that the Board have surveys made for driveways in the eastern section of the park so that county roads can be connected with these driveways in the future.

A resolution adopted to establish a monument of T. H. Swope at the entrance of Swope Park.

A contract awarded to W.H. White for grading The Lagoon.

George E. Kessler prepares a plan for a bridge over 71st Street.

A refreshment building was completed approximately 1000 feet northeast of the Shelter Building in June.

Fifty oak trees, donated by Thomas T. Crittenden, were planted south of the south pergola of the main Shelter Building on June 22.

Power was issued to the Shelter Building and the Main Entrance in August. The north room of the Shelter Building was equipped with lockers and shower stalls.

Plans approved for a the Zoological Building 153 feet by 86 feet.

A road leading from the main entrance to the new refreshment building was graded and paved. A new road was graded from the Lake of the Woods to the quarry; greenhouse roads were paved.

The Lake of the Woods was completed. In addition, a canal was built which carried surplus water from the Lake of the Woods north 1/2 mile to the natural lagoon (The Lagoon).

1909: Letter from Clifton Wood asking to use the park for a summer camp for the Young People's Society.

A resolution adopted that the Board cooperate with the mayor and common council in finding a suitable burial place in Swope Park for the body of T.H. Swope.

Tablet of T. H. Swope completed by Mrs. Miles.

A contract to construct a concrete core for the lagoon dam awarded to A.M. Blodgett.

Preparation of plans for bridle paths.

The Bird and Carnivora House was completed in October and opened to the public on December 13.

The Lake of the Woods road was paved and its connection with Raytown Road and Swope Park Boulevard at the northeast corner of the park was graded.

Power issued to the greenhouse and barn.

1910: A bill received from Joules Berchem for two bronze tablets and two plaster castings of T. H. Swope Monument.

Ira G. Hedrick prepares plans for The Lagoon bridge.

A concrete core for The Lagoon dam was constructed.

An 18-hole golf course was laid out on the bluffs east of The Lagoon and northeast of the Lake of the Woods.

1911: A letter from J.R. (Thomas?) Lamb, New York, asking to submit designs for the Swope Monument.

A resolution adopted requiring the Board to establish more sanitary drinking fountains.

The roadway at the entrance to the park widened.

1912: A resolution to adopt Karl Bitter's suggestion for the location of the Swope Memorial.

J.L. Loose appeared before Board relative to the donation of a flagpole. Matter referred to G. Kessler.

Boating on The Lagoon commenced.

Camp Pleasant, a summer camp for boys and girls, was inaugurated. Thomas Swope bequeathed the income of a piece of property (\$200 annually) for the entertainment and instruction of children in Swope Park, annually, forever.

Cricket grounds established.

1913: A letter from J.L. Loose and a preliminary sketch of the flagpole received. The flagpole presented to the Board.

Persons in need of water permitted to remove it from Lake of the Woods.

A. Van Brunt and Company prepare working drawings for Shelter Building No. 2 plans approved; shelter constructed.

1914: 6.7 of the 18.76 miles of roads in Swope Park are complete.

A shelter building was constructed near the refectory.

Three steel-framed greenhouses were added to the existing greenhouse.

A contract awarded to Guinotte and McGee for the Boat House.

Nine holes of Golf Course No.1 laid out; design by Dalgeish.

Designs for the Mall (east of the Main Shelter Building) are conceptualized.

1915: A communication from Kessler relative to the location of the flagpole. Motion accepting plans of John Summons Company for placement of the flagpole.

L.R. Ash appeared before the Board relative to studies for a bridge over the Blue River at 71st Street.

Dr. J.A.L. Waddell prepares plans for the 71st Street Bridge.

A resolution adopted authorizing Waddell and Sons to proceed



with the preparation of plans for construction of the bridge.

A resolution adopted to place public roads and certain parts of 67th Street to Elmwood under control of the Board.

The Mall design is published.

- 1916: Approval of plans for the 71st Street Bridge; contract to construct the bridge awarded to Horton Concrete Construction Company.

An order to prepare a soccer field.

A communication from J.L. Loose relative to the preparation of two flags and suggestions for bronze plates.

Plans prepared for a club house; contract awarded to A.E. Hofer.

Plans prepared for a cottage for the head gardener; contract awarded to John Gosling.

The Board requests competitive sketches for a Pavilion. Plans approved; contract awarded to G.W. Huggins; construction commenced.

- 1917: John G. Paxton presented to the Board an order for \$20,000 to be used for the Swope Memorial.

A resolution to adopt specifications amended for the Swope Memorial. A resolution approving plans for erection and location of the Swope Memorial.

A resolution approving contract of George W. Huggins Construction Company for construction of the Swope Memorial.

A resolution awarding a contract to Gardner Ornamental Plastering Company for plaster models of Swope Memorial; approval of the estimate for work on models.

An order to discuss with Wight and Wight relative to the size of joints in the Swope Memorial.

A motion approving a bill of Horton Concrete Construction Company for work on the 71st Street Bridge.

Plan for widening and improving the road in Swope Park leading from The Lagoon to the new golf course; additional 9-holes in Golf Course No.1 constructed.

Swope Park Pavilion completed.

- 1918: A resolution adopted that the Board cooperate with the Missouri State Fish Commission to establish a fish hatchery in the Lake

of the Woods.

The Pavilion opened to the public, April 7.

Wilbur H. Dunn to prepare plans for a bridle path along The Paseo from 47th Street to Meyer Boulevard into Swope Park.

Orders that the 71st Street Bridge be opened to the public at 2:30 p.m., April 4.

W.W. Knight, A.M. Fellows, et al. ask the Board for a drinking fountain in front of the entrance to the park.

A communication with reference to placing the body of Thomas H. Swope in the Memorial.

Wight and Wight design an approach to the Swope Memorial.

1919: An eagle, which had been replaced on top of the flagpole, was donated by J.L. Loose.

The design for the Mall is revised.

1921: The American Legion approved plans for a fountain; a contract with Robert Gage. The American Legion Memorial II was dedicated in Swope Park on October 30.

1922: The removal of a stone wall that extended on the west end of the 71st Street Bridge.

The area to be known as the Mall is graded; trees planted along the Mall in Swope Park as a memorial to the fallen soldiers. (Note: Apparently the Mall, as designed in 1919, was never implemented).

Plans for the fish hatchery prepared and approved; a contract awarded.

A contract awarded to the National Construction Company to build a water reservoir for the Fish Hatchery.

Kessler and Dunn directed to prepare plans for a bathing beach in The Lagoon and a "plantation" at the site. The beach is opened to the public on June 11.

Carnie-Goudie Manufacturing Company constructs tents and dressing rooms around the bathing beach.

A combined fountain spray designed by Harrington, Howard and Ash, is being constructed in The Lagoon.

Golf Road constructed. Approval of plans for a retaining wall on the west side of Golf Road west to the Golf Shelter House; the wall was built.

The old Golf Course Clubhouse, destroyed by fire in 1916, rebuilt by Shepard and Wiser, architects.

Wight and Wight directed to prepare a sketch and estimate of the cost for constructing a rail in front of the Swope Memorial. A resolution adopted approving plans for additions to the Swope Memorial.

W.D. Wight prepares plans for a nurseryman residence.

Shelter Nos. 3, 4 and 6 constructed.

1923: B.F. Bush, botanist, engaged to make a study and catalogue of the trees in park.

Paths constructed in the sunken garden and around the Shelter Building.

1929: Three picnic and six rubble stone comfort station plans adopted.

1930: A resolution adopted approving an ordinance authorizing an expenditure of \$11,428.53 out of proceeds of the Swope Park Fund by force account.

Plans for Shelter Building No.7 prepared.

1931: Permission granted to KC Chapter of War Mothers to transfer monument from the Shelter House to Leavenworth, Kansas penitentiary.

Musselman and Hall complete four comfort stations; a contract to the same for the construction of a wading pool.

Shelter No. 7 completed.

1932: Clyde L. Love repaired the flagpole.

1933: Three cabins on Sunrise Hill, maintained by the Humane Society as a summer camp for girls, were destroyed by fire on November 16.

1934: J.E. Dunn Company rebuild pergolas at Shelter No. 1

A.W. Tillingast, Inc. hired to redesign the golf course.

The Board acquires through purchase 21.550 acres from Edward H. Collins for \$4,000.00.

1938: A bridle path, six miles in length, was constructed in the southeast section of the park.

1941: J.J. Cahill Construction Company builds the Ranger Station.

The construction of the Swimming Pool commenced on July 10.

Edward Delk prepares plans for a concession stand to replace the Lakewood Stand. J.J. Cahill Construction Company awarded the contract.

1942: The Board executes a contract for payment of services of A.W. Archer for plans of the Music Temple.

The swimming pool was opened to the public July 30.

1943: Archer authorized to prepare final plans for the Music Temple. (Apparently, this structure was never built).

1944: The Board acquires through purchase 59.954 acres from Danciger Brothers for \$12,500.

1947: The Boathouse constructed.

Shelter No. 8 moved when the new Boathouse was constructed; the new location, south of the Boathouse.

The Board acquires through purchase 18.710 acres from Henry and Mary Ellen Banfield for \$5,750.

1948: Plans approved for Mary A. Frazer Memorial.

The reconstruction of the greens of Swope Park No. 1 Golf Course.

1949: Design and plans approved for an ornamental sign for the West Entrance.

The Board acquires through purchase 212 acres from John Mayer for \$25,000; the Board acquires through Land Trust 9.709 acres for \$579.67.

1950: A resolution adopted by the Board to take immediate steps to condemn property immediately south of 63rd Street Trafficway, east of Yates Road and adjoining Swope Park on the north for park purposes.

The Board acquires through purchase 12.833 acres from H.E. Hagerman, Carol H. Durand for \$2,000.

Thirty-nine acres acquired by condemnation.

The Board acquires by gift 15.284 acres from J.J. and Freda J. Lynn.

A deed received from J.J. Lynn for 50 acres.

A resolution adopted purchasing all of Lot 8, Swope Acres from A.P. Conard for \$1,000.00. Total of 8.947 acres.

The Board acquires through purchase 1.737 acres from Elizabeth Gregory.

A study made for the location of a new comfort station to replace one near No. 2 Shelter House; Benton Prock awarded a contract.

1951: Parks received \$3000 from the estate of Mrs. Edith A. Norton for a memorial drinking fountain in honor of Mary A. Fraser, her mother; location of fountain approved.

Starlight Theatre, designed by Edward B. Delk was completed.

1952: A comfort station constructed by park labor in picnic area No. 14.

The Resident Camp improved and enlarged. Six cabins added, bringing total to nine. Two large dining rooms were constructed.

1955: Swope Monument in "deplorable condition" due to vandalism.

1959: Consideration of archery range.

Missouri Conservation Committee stated that Lake of the Woods be opened May 30.

Shelter No. 2 renovated following fire. Roof contract: G.S. Rogers; J.M. Construct Company for general repairs.

1965: Flagpole painted by the Newby Sign Company.

1977: Swope Interpretive Center (formerly Main Shelter Building No. 1) dedicated May 8.

1983: John See, architect, prepares preliminary plans for remodeling Swope Memorial Golf Course.

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## 9. EXISTING CONDITIONS

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CONDITION	<input type="checkbox"/> Excellent	CHANGES	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input checked="" type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features
			<input type="checkbox"/> Encroached Upon

**Existing Conditions:** Swope Park is the largest city park in the Kansas City system (and the third largest city park in the United States)

covering 1,763 acres. The park is divided into a western and eastern part by the Big Blue River and its associated tributaries, which is the primary watercourse draining the eastern half of the Kansas City Metropolitan area.

Physically, the middle third of the park is occupied by the Blue River and its flood plain. The western third is mostly open park land ascending gradually about 200 feet from the river to the park's main entrance at Meyer Boulevard and Swope Parkway. The eastern third has more extensive woodlands and more pronounced slopes, rising to the park's two highpoints at Camp Lake of the Woods and Swope Memorial Golf Course.

The western third of the park. The main entrance to Swope Park is located at the eastern end of Meyer Boulevard on Swope Parkway. There are large entry monuments of cut-limestone and large flower beds in the roadway median.

Just south of the drive is the Swope Park Interpretive Center which currently houses the Boulevard Services Division, Planning Center, and Recreation Division of the Parks, Recreation and Boulevards Department. It is a rough-cut limestone structure with pergolas extending on the north and south ends of the building. East of the building is a symmetrical network of concrete walks in lawn which used to be the sunken garden.

East of the sunken garden area is Loose Memorial Flagpole and the American Legion Memorial. A large open lawn, known as the Mall, drops away to the east towards the zoo. North of the Mall is a picnic area with several large shelters, picnic tables and grills. The largest shelter is a neo-classical building called the Music Pavilion. Just east of these picnic shelters is the Alfred Benjamin Memorial on the north side of the road and Starlight Theater to the south. The Starlight complex includes a large outdoor theater (5-6,000 seats), a large parking area, administration and maintenance building, and a restaurant/theater club. Due east of the theater complex is the Blue River flood plain which is completely overgrown with a combination of Oak/Hickory Forest and riparian vegetation.

The park road turns north at this point and intersects Sixty-third Street Parkway. West of this intersection, the Parkway is a divided four-lane roadway with a median varying in width from 10-20 feet. East of this intersection, the Parkway is undivided across the Blue River Bridge. The median reoccurs east of the bridge. Sixty-third Street Parkway is the northern boundary of Swope Park.

South of the Swope Interpretive Center, the park road turns east and parallels the Mall. The Mall Drive is paralleled by Sixty-seventh Street forming a parkway-type arrangement with a wide (50') median. Both streets are two-lane, two-way roads. The Mall Drive continues east to the zoo. Sixty-seventh Street stops at Elmwood Avenue, which continues south and forms the west boundary of the park for a two block stretch. Parks maintenance headquarters for District #4, Land Development Headquarters and the greenhouse complex are located on the

Development Headquarters and the greenhouse complex are located on the east side of Elmwood Avenue at about Sixty-ninth Street. South of this administrative complex are several ballfields and a picnic area. South of Gregory Boulevard is a large picnic area with several grills and tables.

Swope Park Zoo has been progressively modernized, but still has some outdated types of exhibits. (It is currently the subject of a comprehensive master plan). The main zoo buildings are the Cat House, the Great Ape House, the Tropical Habitat, the Giraffe and Elephant Exhibit, the bear exhibits (old - WPA), a dairy barn and administration. The other exhibits (seals, grazing animals, water fowl, etc.) are all connected by paved pathways and a miniature railroad.

The Blue River and Missouri Pacific Railroad split the park just east of the zoo. An old, abandoned pedestrian suspension bridge covers the river from the zoo area. The only other east-west crossings are at Sixty-third Street and Gregory Boulevard. These bridges, with cast stone ballasters and sidewalks, cross both the railroad and river.

The eastern third of the park. There is an entrance to the eastern third of Swope Park off Sixty-third Street at Lewis Road, which is a two-lane, undivided roadway. The Parks Department administration headquarters building, a one-story limestone structure, is located just west of this intersection. Numerous ballfields are located south of Sixty-third Street on both sides of Lewis Road.

The Lagoon is west of Lewis Road in the Blue River floodplain. It is a circular lake with a Boathouse on the south, a large Swimming Pool complex on the north, an island in the middle, and a roadway with parking around it. The limestone retaining wall on the edge of The Lagoon is deteriorated. The Boathouse and Swimming Pool appear to be in good condition. There are two large shelters and picnic facilities south and west of The Lagoon.

Lewis Road turns into Lakeside Drive to the south. Gregory Boulevard continues east through dense, Oak/Hickory Forest and leaves the park just before reaching Interstate 435. Southeast of the Gregory-Lakeside intersection is the Lake of the Woods with picnicking and fishing. North of the Lake of the Woods is the entrance road to the Swope Memorial Golf Course. This 18-hole golf course and its clubhouse were recently renovated. They are located above the bluffs overlooking The Lagoon area. The Swope Memorial is located at the edge of the bluff. It has a large classical fountain on the terrace in front of the cut-stone, neo-classical Swope Mausoleum.

Due west of the Lake of the Woods is the Nature Center, housing several nature exhibits as well as some wild animals, and the Park Ranger Station. Oldham Road leaves the park to the southeast through a heavily wooded area with a shelter and some picnic facilities. On the hill between the Lake of the Woods and Oldham Road is a large camping area with several cabins and a headquarters building.

southwest corner of the park. It is a short course straddling the Blue River Road. Its clubhouse and parking area is located at the site of the old fish hatchery. Portions of the course near the Blue River get flooded occasionally.

The Parks Department Nursery is located north of the Gregory Boulevard, east of the Blue River. It includes a greenhouse and residence with several acres of shrubs and trees. Just east of the nursery is an old stone slaughterhouse.

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**10. INTEGRITY/AUTHENTICITY**    **Check and Describe**

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<input type="checkbox"/> Property Boundary(ies)	<input type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other, explain _____		

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**STATEMENT OF INTEGRITY:** Describe the degree to which the overall historic landscape and its significant features are present today in their historic form. Explain the categories of integrity noted above and any others that apply. \_\_\_\_\_

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**11. SIGNIFICANCE**    **Check reason(s) the landscape is historically important**

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<input type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input type="checkbox"/> Example of Particular Style	<input type="checkbox"/> Example of Particular Type
<input type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies) _____	

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**STATEMENT OF SIGNIFICANCE:** Explain categories of significance noted above. \_\_\_\_\_

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**12. INFORMATION SOURCES**    Note sources used; cite address, material type

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**Bibliography:**

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**13. FORM PREPARATION**

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**Name(s):** Walmsley & Company, Inc. (with Theis Sickbert Associates/  
Cydney Millstein/Charles Brasher)  
**Street Address:** 584 Broadway  
**City/Town:** New York      **State:** New York      **Zip Code:** 10012  
**Phone:** (212) 431-6633      **Fax:** (212) 431-6992      **Date:**

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
 F34 ALFRED BENJAMIN MEMORIAL FOUNTAIN, SWOPE PARK

**Historical/Cultural Context:** Alfred Benjamin, who died on July 18, 1923 at the age of sixty-four, was a philanthropist and entrepreneur. Vice-president of the Abernathy Furniture Company and a director of the Duff and Repp Furniture Company, Benjamin donated half of his annual income to charity as well as "substantial amounts of time." In his lifetime, he was a volunteer supervisor at the Jewish Educational institute, and helped to establish a loan program for needy persons. In his will "a generous sum " was given to the United Jewish Charities and "lesser amounts" were contributed to other organizations including Children's Mercy Hospital.

A year after Benjamin's death, funds for a memorial honoring this charitable man were subscribed by Kansas Citians "of all walks of life." A memorial committee consisting of Frank Niles, William Volker, Herbert Woolf and Ford Harvey made the decision to memorialize Benjamin with a fountain.

On March 28, 1927, the Municipal Art Commission, the Board of Park Commissioners and the Benjamin Memorial Committee approved a site for the fountain east of the main entrance at Starlight and Pavilion Roads. Francis H. Packer, a New York artist was chosen to design the memorial. The actual construction of the piece began in April with Frederick McIlvain, a Kansas City architect, project administrator.

One month after the construction began, on May 29, 1927, the Alfred Benjamin Memorial was dedicated. Presenting the memorial was Benjamin's lifelong friend Frank Hall who said "to become very rich did not appeal to Alfred Benjamin. To make money, however, for the needy and unfortunate was to him an interesting and worthy ambition."

**Description:** The Alfred Benjamin Memorial features two realistically-styled bronze figures depicting a modern-day version of the biblical Good Samaritan parable. Although various interpretations of Packer's work have been expressed, the memorial portrays a man of strength offering a drink to a weakened man. Both figures are seated on a boulder while barely visible in the background is a plowshare.

The figures are mounted on a rectangular stone base which features an operable, semi-circular drinking fountain, and in turn, is flanked by two stone benches. Below the bronze grouping inscribed in stone are the words:

"In Memory of Alfred Benjamin  
 Whose Noble Deeds Enshrined Him  
 In the Hearts of His Fellow Men  
 A.D. 1927".

On the front face of one stone seat back is inscribed "Charity", while on the other seat back "Humanity". The entire work, which is twenty-five feet in length and approximately fourteen feet in height and rests

on a stone base.

**Integrity:** The Alfred Benjamin Memorial retains a high degree of integrity in location, design, setting, materials, workmanship, feeling and association. Designed by Francis H. Packer, the fountain as a whole is in good condition, although the stone base which projects the south end, has come loose. In addition, because of environmental conditions, the inscriptions on the memorial are difficult to read. Most important, the overall effect of this work of art is diminished because of the placement of the evergreen trees behind the memorial.

**Significance:** The Alfred Benjamin Memorial is significant as the work of a master, Francis H. Packer. Packer (1873-1957), who was a graduate of Cooper Union, designed this memorial with a high degree of skill and understanding for the materials. The integration of allegorical figures with utilitarian features represents a distinguished work of art.

**Bibliography:**

Kansas City Journal. March 29, 1927.

Piland, Sherry and Ellen Uguccioni. Fountains of Kansas City: A History and Love Affair. Kansas City: City of Fountains, 1985.



1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
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Sherry Piland and Ellen Ugaccioni, Fountains of Kansas City, Kansas City: City of Fountains, 1985.

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F14 GRAND ENTRANCE, SWOPE PARK

**Historical/Cultural Context:** The grand entrance to Swope Park at Meyer Boulevard and Swope Parkway was designed as early as 1901 by George E. Kessler. Construction, however, did not begin until 1904 with completion in 1905. In 1907, the K.C. Chandelier and Brass Manufacturing Company furnished wiring and fixtures for the entrance gates. Plans for the ornamental sign were approved in 1949.

**Description:** The ornamental gateway to Swope Park is simple in design yet massive in effect. The entrance consists of large coursed-stone piers varying in height from nine to twenty-two feet. Two forty foot roadways entering the park are flanked by the twenty-two foot piers while the two twelve foot walkways are flanked by fifteen foot piers.

The plan of the entrance is semi-circular in shape. The larger piers are located in the center. The four larger piers are capped with cut stone spheres and have ornamental wrought iron light fixtures. The two central large piers are connected by five foot stone wall with two nine foot piers, which have an ornamental sign between them. The sign reads "Swope Park". The remainder of the pillars are fifteen and nine feet high and are connected by a five foot curved stone wall with cut stone copping.

**Integrity:** The Grand Entrance retains its integrity of design, setting, materials, and workmanship. It is in good condition.

**Significance:** The Grand Entrance is significant as an early design feature of Swope Park. In addition, it was designed by the master, George E. Kessler.

**Bibliography:**

Board of Park Commissioners. Index to Minutes.  
Plans 12.192, 12.194.

Kansas City Star. August 14, 1904.  
September 4, 1904, p. 4.





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F15 SHELTER HOUSE NO. 1, SWOPE INTERPRETIVE CENTER, SWOPE PARK

**Historical/Cultural Context:** Swope Interpretive Center, formerly known as Shelter House No. 1, Main Shelter building and Swope Park Entrance building, was designed by Adriance Van Brunt and Brother in 1904. The shelter, constructed on a knoll directly east of the main entrance on Swope Parkway (formerly Cleveland Avenue) is sited on the highest elevation in the park.

The native stone building was constructed in 1904 from material quarried at the park. J. B. Neevel was the general contractor. Construction was completed in 1905 and the total cost was \$16,899.00. Electrical wiring, by the Matthews-Scott Electric Company and gas fittings and plumbing by A. P. Nical Heating and Plumbing Company were installed in the shelter in 1905.

Concession space was permitted in the shelter in 1906 and remained until 1908 when the new refectory building opened. Also in 1906, the sunken gardens, terraces and walls were completed on the east side of the building. K.C. Chandelier and Brass Manufacturing Company furnished wiring and fixtures for the shelter in 1907. In August of the following year, electrical power was issued to the shelter. Also in 1908, the north room of the shelter was equipped with lockers and shower stalls.

The pergola on the north side of the shelter was blown down by severe wind in 1934. The pergola was rebuilt by the J.E. Dunn Construction Company that same year. In addition, 1934 saw the reconditioning of the interior of the shelter which included redecorating, installation of protective iron grills in the twin towers, reconditioning the restrooms and the installation of new lighting fixtures.

**Description:** Shelter House No. 1 was designed by the architectural firm of Adriance Van Brunt and Brother and was executed in the Mission style of architecture. This one and a half story building is constructed of fieldstone quarried in the park.

The building was constructed six inches above grade on the north, south and west sides and three feet below grade on the east side allowing for steps and a terrace. At one time, ornate and formal gardens were at the foot of the terrace.

Mission style elements are evidenced in the stone main entryway with shaped parapet and the twin bell towers (actually observatory towers). Both the 50 foot observatory towers and the main entryway have rounded arched openings on the ground floor, allowing for a continuous promenade along the 16 foot veranda that surrounds the building.

A continuous wood shingle hipped roof covers the veranda. The original roof which was altered in 1935, was wood shingle stained red. Symmetrically placed coursed stone columns support the roof. Hipped roof dormers with paired windows are located on the main (west) elevation.

The observatory towers capped with hip roofs contain wooden balconets on all sides. Extending from the ground level of the towers are pergolas with coarse stone columns and piers.

The original interior floor plan consisted of a wide hall in the center which gave a vista through the building to the east and west. A large public lounging room, private retiring room for women and women's toilet rooms were located on one side of the wide hall. On the other side was a cafe, kitchen, serving room and stairs to the second floor. Staircases to the observatory towers were located on the second floor. The basement contained the men's toilet room and storage.

**Integrity:** Shelter House No. 1 has retained its integrity of design, material, setting, workmanship and location. The building is in good condition.

**Significance:** Shelter House No. 1 is significant as one of the earliest shelter buildings in Swope Park and as the design of a master, Adriance Van Brunt and Brother.

#### **Bibliography:**

Board of Park Commissioners. Annual Reports 1904, 1905, 1906, 1908.

Kansas City Star. September 4, 1904, p.4.  
September 1, 1953, p. 17.  
February 26, 1935.

Kansas City Times. June 23, 1934.



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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F17 SHELTER NO. 2, SWOPE PARK

**Historical/Cultural Context:** Shelter House No. 2, located near Starlight Drive and the tennis courts was designed in 1913 by Adriance Van Brunt. The Refectory Building, now demolished, stood near this shelter. The "imposing picnic pavilion" (Shelter House No. 2) was formally dedicated on September 15, 1914. The shelter was renovated in 1960 after a fire. The roof repair contract was awarded to G. S. Rogers, while the contract for general repairs was awarded to J. M. Construction Company.

**Description:** Shelter House No. 2 was designed as an open building with two large fireplaces in the center which made it "possible for picnic parties to prepare an outdoor lunch". The main entrance to the pavilion is a projecting centrally placed double stone rounded arch entry, located under a gable roof. The shelter is covered with a shingle hip roof visually supported by sixteen rubble stone piers. The roof rafters are exposed on the inside. The floor is granitoid and all wood originally used in the shelter was No. 1 yellow pine treated with "Ligni-Salvor."

**Integrity:** Shelter House No. 2 retains its integrity of design, location, much of its materials, workmanship and setting. The condition of the shelter is good.

**Significance:** Shelter House No. 2 is significant as the second earliest remaining example of shelter house construction and design in Swope Park. Furthermore, it is an example of the work of the master Adriance Van Brunt.

**Bibliography:**

Board of Park Commissioners. Annual Report, 1914.  
Index to Minutes.  
Plan No. 11.120

Kansas City Journal. September 16, 1914.

Plan No. 6.088. Files. Office of the Board of Park Commissioners.  
Kansas City, MO.



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**Bibliography:**

Board of Park Commissioners, Plan No. 6.088.  
Board of Park Commissioners, Index to the Minutes.  
Board of Park Commissioners, Annual Report, 1914.  
Kansas City Journal, September 16, 1914.

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F18 SHELTER NOS. 3, 4 AND 6, SWOPE PARK

**Historical/Cultural Context:** Shelter House Nos. 3, 4 and 6 are identical in design and were designed by the landscape architectural firm of Hare and Hare in 1929. The architect for the project was Truman J. Mathews. Shelter No. 3 is located near the Swope Park Pavilion, Shelter No. 4 is near Starlight Theater and Shelter No. 6 is located at the south end of the rugby field. These shelters were included as part of the improvement program made in Swope Park as a result of the 1928 Swope Park bond issue.

**Description:** Shelter House Nos. 3, 4 and 6 are very simple in design. They are constructed of native stone and have shingle hip roofs. Four stone piers on each side support the roof. The end piers are larger and contain a false or blind arch. At the time of construction three picnic tables, seating twenty persons each and a charcoal oven for each table were placed in the shelter. Presently there are six attached picnic tables.

**Integrity:** These shelters retain their integrity of design, location, setting, workmanship and materials. They are in good condition.

**Significance:** These shelters are significant as part of a group of shelters exemplifying the development and design of stone shelters in Swope Park.

**Bibliography:**

Kansas City Post. April 18, 1929.

Board of Commissioners. Plan No. 6.140.





1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F SHELTER NOS. 3, 4 AND 6, SWOPE PARK

**Historical/Cultural Context:** Shelter House Nos. 3, 4 and 6 are identical in design and were designed by the landscape architectural firm of Hare and Hare in 1929. Shelter No. 3 is located near the Swope Park Pavilion, Shelter No. 4 is near Starlight Theater and Shelter No. 6 is located at the south end of the rugby field. These shelters were included as part of the improvement program made in Swope Park as a result of the 1928 Swope Park bond issue.

**Description:** Shelter House Nos. 3, 4 and 6 are very simple in design. They are constructed of native stone and have shingle hip roofs. Four stone piers on each side support the roof. The end piers are larger and contain a false arch. At the time of construction three picnic tables, seating twenty persons each and a charcoal oven for each table were placed in the shelter. Presently there are six attached picnic tables.

**Integrity:** These shelters retain their integrity of design, location, setting, workmanship and materials. They are in good condition.

**Significance:** These shelters are significant as part of a group of shelters exemplifying the development and design of stone shelters in Swope Park.

**Bibliography:**

Kansas City Post, April 18, 1929.



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F19 SHELTER NOS. 5 AND 8, SWOPE PARK

**Historical/Cultural Context:** Shelter House Nos. 5 and 8 are identical in design and were constructed as WPA projects under the Park Boards Five-Year Plan. The date of construction is c. 1940-1942. Shelter No. 8 was moved in 1947 to make room for the new Boathouse. The new location was south of the new Boathouse. Only the original roof was used. A new concrete floor and stone piers were constructed.

**Description:** Shelter House Nos. 5 and 8 are very simple designs. The shelter house consists of stone piers supporting a wood shingle hip roof. The open building contains a concrete floor. The roof rafters and beams are exposed on the inside.

**Integrity:** Shelter House No. 5 retains its integrity of design, location, materials and setting. Shelter No. 8 does not retain its integrity of design, location, setting or materials. The shelter was moved from its original location and much of its original materials have been replaced.

**Significance:** Shelter House Nos. 5 and 8 are not significant due to lack of integrity for No. 8 and lack of unique design/construction for Nos. 5 and 8.

**Bibliography:**

Board of Park Commissioners. Annual Reports, 1940-41, 1942-1943.







1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F SHELTER NOS. 5 AND 8, SWOPE PARK

**Historical/Cultural Context:** Shelter House Nos. 5 and 8 are identical in design and were constructed as WPA projects under the Park Boards 5-Year plan. The date of construction is c. 1940-1942. Shelter No. 8 was moved in 1947 to make room for the new Boathouse. The new location was south of the new Boathouse. Only the original roof was used. A new concrete floor and stone piers were constructed.

**Description:** Shelter House Nos 5 and 8 are very simple designs. The shelter house consists of stone piers supporting a wood shingle hip roof. The open building contains a concrete floor. The roof rafters and beams are exposed on the inside.

**Integrity:** Shelter House No. 5 retains its integrity of design, location, materials and setting. Shelter No. 8 does not retain its integrity of design, location, setting or materials. The shelter was moved from its original location and much of its original material has been replaced.

**Significance:** Shelter House Nos. 5 and 8 are not significant due to lack of integrity for No. 8 and lack of unique design/construction for Nos. 5 and 8.

**Bibliography:**

Board of Park Commissioners, Annual Reports, 1940-41 and 1942-1943.

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F20 SHELTER NO. 7, SWOPE PARK

**Historical/Cultural Context:** Shelter House No. 7 designed by Edward Buehler Delk, is situated on the picnic grounds in the southeastern corner of Swope Park just south of Oldham Road. The J. E. Dunn Construction Company and park department employees constructed the shelter in 1931 at a cost of \$6,200. Shelter House No. 7 was among the improvements made in Swope Park as a result of the Swope Park bond voted in 1928.

**Description:** Measuring 72 feet X 22 feet, Shelter House No. 7 is constructed of native stone and has a shingle hip roof. The shelter is three bays wide with the end bays being recessed. The central projecting bay has a rounded arcade. Stone voussoirs and keystones adorn the arches. The central bay is an open section of the building housing the picnic area. At each end of this section are stone interior chimneys and fireplaces. The end bays are the comfort stations. These bays are closed buildings with a rounded arch wooden door placed within a stone rounded arch entryway. Rectangular covered windows with stone sills flank the entrances.

**Integrity:** Shelter House No. 7 retains its integrity of design, location, setting, materials, and workmanship. The shelter is in good condition.

**Significance:** Shelter House No. 7 is significant as part of a group of park buildings exemplifying the development and design of stone shelters in Swope Park.

**Bibliography:**

Board of Park Commissioners. Index to Minutes.  
Plan No. 6.472

Kansas City Star. January 30, 1931.

Kansas City Times. September 12, 1930.  
February 12, 1932.





1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F SHELTER NO. 7, SWOPE PARK

**Historical/Cultural Context:** Shelter House No. 7 is situated on the picnic grounds in the northeastern corner of Swope Park just south of Oldham Road. The J. E. Dunn Construction Company and park department employees constructed the shelter in 1931 at a cost of \$6,200. Shelter House No. 7 was among the improvements made in Swope Park as a result of the Swope Park bond voted in 1928.

**Description:** Measuring 72 feet X 22 feet, Shelter House No. 7 is constructed of native stone and has a shingle hip roof. The shelter is three bays wide with the end bays being recessed. The central projecting bay has a rounded arcade. Stone voussoirs and keystones adorn the arches. The central bay is an open section of the building housing the picnic areas. At each end of this section are stone interior chimneys and fireplaces. The end bays are the comfort stations. These bays are closed buildings with a rounded arch wooden door placed within a stone rounded arch entryway. Rectangular covered windows with stone sills flank the entrances.

**Integrity:** Shelter House No. 7 retains its integrity of design, location, setting, materials, and workmanship. The shelter is in good condition.

**Significance:** Shelter House No. 7 is significant as part of a group of stone shelters/buildings and exemplifying the development and design of stone shelters/buildings in Swope Park.

**Bibliography:**

Board of Park Commissioners, Index to the Minutes.  
Kansas City Times, September 12, 1930.  
Kansas City Times, February 12, 1932.  
Kansas City Star, January 30, 1931.



1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F16 LOOSE MEMORIAL FLAGPOLE, SWOPE PARK

In 1912, Jacob L. Loose appeared before the Board of Park Commissioners regarding the donation of a flagpole for Swope Park. The matter was referred to George E. Kessler who subsequently studied various locations for the siting of the gift. One year later, in 1913, the Board received a letter from Loose which included a preliminary sketch of the flagpole. That same year the flag was presented to the park department.

The dedication of the Loose Memorial Flagpole occurred on July 5, 1915 to a crowd of 90,000 people. It was stated at the time of the dedication that this flagpole was the "tallest unguyed pole in the country." The total height was approximately 193 feet.

For the dedication ceremony, it was originally planned to have a pilot drop 300 envelopes containing cash vouchers to the crowd, including 100 one dollar bills.

Originally, the flagpole was crowned with a sheet-copper American Eagle. Weighing 125 pounds, the sculpture had a wing span of six feet. On July 18, 1915, a windstorm knocked off the eagle and fifteen feet of the flagpole. After several attempts by local men to lift the eagle back into place, Gus Mueller, a New Yorker, climbed the pole and set the eagle back to its original position. The top section of the flagpole was replaced by Gerrick and Gerrick Company. Today a weathervane is located where the eagle once stood.

On November 17, 1931, another mishap occurred when pilot, Loren G. Stock and a passenger crashed into the flagpole. En route from Fairfax Airport to Richard Field during a storm, Stock hit the flagpole, killing the passenger and injuring himself. In the incident, the weathervane and a piece of the flagpole were found clinging to the plane. Damages to the flagpole were repaired by Clyde L. Love on March 12, 1932.

**Description:** The Loose Memorial Flagpole is located in Swope Park, east of the main Shelter Building (now the Swope Interpretive Center). Although it appears the flagpole was manufactured in Kansas City, it is not known who was actually responsible for its design. The base of the flagpole, which measures three feet, ten inches in height and nine feet, two inches square is constructed of marble quarried from Green County, Missouri. Originally, the base of the pole featured four bronze plaques, one on each face. The plaques have been removed, damaged or vandalized. The flagpole, constructed of aluminum, stands approximately 178 feet, six inches in height and features a wide, decorative base, approximately two-thirds up the flagpole, while a weathervane and American flag are located at the top of the pole.

**Integrity:** The Loose Memorial Flagpole retains its integrity in location, design, setting, materials, workmanship, feeling and association. Although the copper eagle, originally placed at the top of the flagpole is extinct, its replacement befits the design of the



structure. However, the areas at the base of the flagpole, which are missing the bronze plaques also donated by Loose, appear worn.

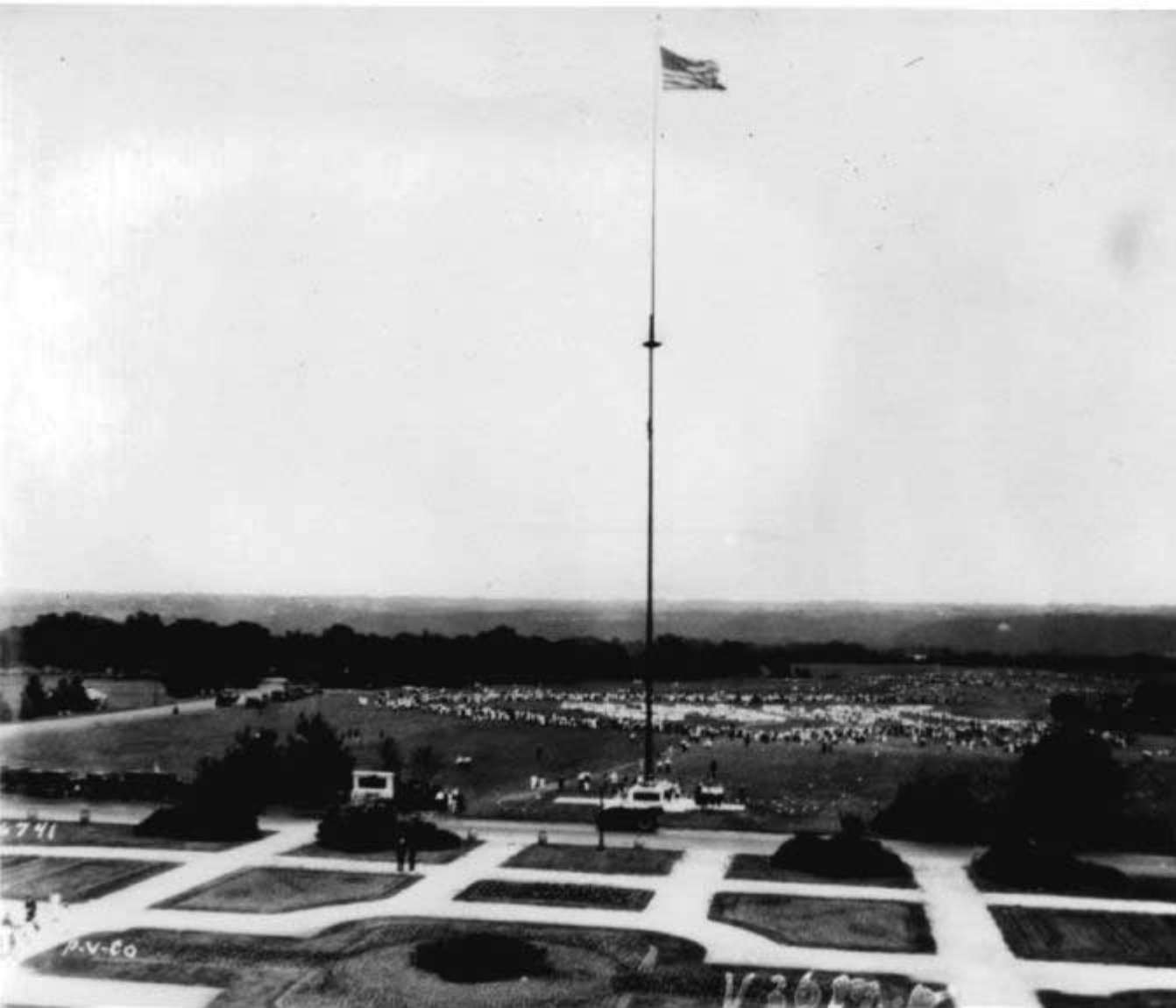
**Significance:** Although the Loose Memorial Flagpole is a distinct feature of Swope Park, and is approximately placed, its significance as an outstanding work of art "embodying the distinctive characteristics of a type, period or method of construction" or "that represent the work of a master", etc., is doubtful. It may, however, still be the highest, unguyed flagpole (locally, statewide or nationally), yet whether that fact in itself constitutes significance is a topic that needs to be addressed.

**Bibliography:**

Board of Park Commissioners. Index to Minutes.  
Plan No. 11.120

Kansas City Star. June 8, 1923.  
November 18, 1931.  
March 12, 1932.  
April 9, 1933.

Kansas City Times. June 6, 1915.  
March 17, 1932.  
June 25, 1925.



**1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS**  
**F LOOSE MEMORIAL FLAGPOLE, SWOPE PARK**

In 1912, Jacob L. Loose appeared before the Board of Park Commissioners regarding the donation of a flagpole for Swope Park. The matter was referred to George E. Kessler who subsequently studied various locations for the siting of the gift. One year later, in 1913, the Board received a letter from Loose which included a preliminary sketch of the flagpole. That same year the flag was presented to the park department.

The dedication of the Loose Memorial Flagpole occurred on July 5, 1915 to a crowd of 90,000 people. It was stated at the time of the dedication that this flagpole was the "tallest unguyed pole in the country." The total height was approximately 193 feet.

For the dedication ceremony, it was originally planned to have a pilot drop 300 envelopes containing cash vouchers to the crowd, including 100 one dollar bills.

Originally, the flagpole was crowned with a sheet-copper American Eagle. Weighing 125 pounds, the sculpture had a wing span of six feet. On July 18, 1915, a windstorm knocked off the eagle and fifteen feet of the flagpole. After several attempts by local men to lift the eagle back into place, Gus Mueller, a New Yorker, climbed the pole and set the eagle back to its original position. The top section of the flagpole was replaced by Gerrick and Gerrick Company. Today a weathervane is located where the eagle once stood.

On November 17, 1931, another mishap occurred when pilot, Loren G. Stock and a passenger crashed into the flagpole. En route from Fairfax Airport to Richard Field during a storm, Stock hit the flagpole, killing the passenger and injuring himself. In the incident, the weathervane and a piece of the flagpole were found clinging to the plane. Damages to the flagpole were repaired by Clyde L. Love on March 12, 1932.

**Description:** The Loose Memorial Flagpole is located in Swope Park, east of the main Shelter Building (now the Swope Interpretive Center). Although it appears the flagpole was manufactured in Kansas City, it is not known who was actually responsible for its design. The base of the flagpole, which measures three feet, ten inches in height and nine feet, two inches square is constructed of marble quarried from Green County, Missouri. Originally, the base of the pole featured four bronze plaques, one on each face. The plaques have been removed, damaged or vandalized. The flagpole, constructed of aluminum, stands approximately 178 feet, six inches in height and features a wide, decorative base, approximately two-thirds up the flagpole, while a weathervane and American flag are located at the top of the pole.

**Integrity:** The Loose Memorial Flagpole retains its integrity in location, design, setting, materials, workmanship, feeling and association. Although the copper eagle, originally placed at the top of the flagpole is extinct, its replacement befits the design of the

structure. However, the areas at the base of the flagpole, which are missing the bronze plaques also donated by Loose, appear worn.

**Significance:** Although the Loose Memorial Flagpole is a distinct feature of Swope Park, and is approximately placed, its significance as an outstanding work of art "embodying the distinctive characteristics of a type, period or method of construction" or "that represent the work of a master", etc., is doubtful. It may, however, still be the highest, unguyed flagpole (locally, statewide or nationally), yet whether that fact in itself constitutes significance is a topic that needs to be addressed.

**Bibliography:**

Kansas City Star, June 8, 1923.  
November 18, 1931.  
March 12, 1932.  
April 9, 1933.

Kansas City Times, June 6, 1915.  
March 17, 1932.  
June 25, 1925.

Board of Park Commissioners, Index to Minutes.

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F21 LAKESIDE NATURE CENTER, 5600 EAST GREGORY BOULEVARD, SWOPE PARK

**Historical/Cultural Context:** The Swope Park Concession Building, now housing the Lakeside Nature Center is located just south of Lake of the Woods at Gregory Boulevard. Replacing the old Lakewood Concession stand, this building was designed by Edward Buehler Delk and constructed in 1941 at a cost of approximately \$15,000. The original use of this building was a concession stand but is now used as an educational facility providing nature information to many school children.

**Description:** This one-story building is L-shape in plan and is constructed of native stone, shingle and clear redwood. A U-shape covered walkway runs around the front and sides of the shingle building. At the corners of the walkway are three stone piers visually supporting rounded stone arch openings. These arches have stone voussoirs and a keystone. Bracketed wooden piers located between the entrance and the stone piers on the corners, support a continuous bell cast hip roof over the walkway. A copper roof cupola, which once had a light and louvered vents, is centrally placed on the roof ridge. At sometime (date unknown), the cupola was covered with plywood.

A projecting native stone entrance with a stone inscription panel that reads "SWOPE PARK" is centrally placed on the walkway. A cut stone door surround, as well as a buff bedford cut stone stepped parapet further adorn this entrance.

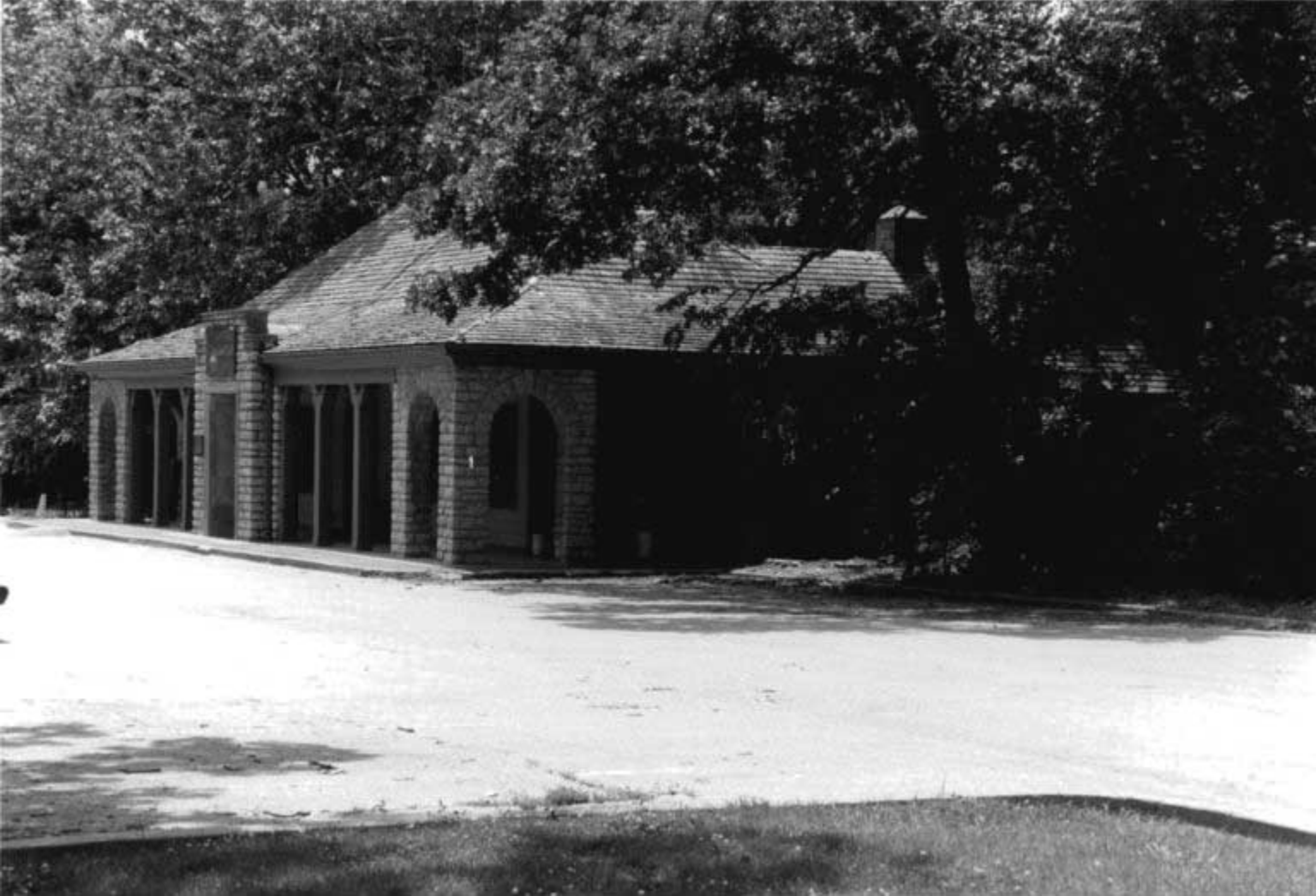
**Integrity:** The Lakeside Nature Center retains its integrity of design, location, setting, material and workmanship. The building is in good condition and is being used for educational purposes.

**Significance:** Although not quite fifty years old, this building is significant as part of a group of buildings exemplifying the development of native stone buildings in Swope Park.

**Bibliography:**

Board of Park Commissioners. Annual Reports, 1940-1941.  
Plan No. 6.158.

Kansas City Times. August 29, 1941, p. 7.



1990 KANSAS CITY, MISSOURI, HISTORIC SURVEYS OF PARKS AND BOULEVARDS  
F LAKESIDE NATURE CENTER, 5600 EAST GREGORY BOULEVARD, SWOPE PARK

**Historical/Cultural Context:** The Swope Park Concession Building, now called the Lakeside Nature Center is located just south of Lake of the Woods at Gregory Boulevard. Replacing the old Lakewood Concession stand, this building was designed by Edward Buchler Delk and constructed in 1941 at a cost of approximately \$15,000. The original use of this building was a concession stand but is now used as an educational facility providing nature information to many school children.

**Description:** This one-story building is L-shape in plan and is constructed of native stone, shingle and clear redwood. A U-shape covered walkway runs around the front and sides of the shingle building. At the corners of the walkway are three stone piers visually supporting rounded stone arch openings. These arches have stone voussoirs and a keystone. Bracketed wooden piers located between the entrance and the stone piers on the corners, support a continuous bell cast hip roof over the walkway. A copper roof cupola, which once had a light and louvered vents, is centrally placed on the roof ridge. At sometime (date unknown), the cupola has been covered with plywood.

A projecting native stone entrance with a stone inscription panel that reads "SWOPE PARK" is centrally placed on the walkway. A cut stone door surround, as well as a buff bedford cut stone stepped parapet further adorn this entrance.

**Integrity:** The Lakeside Nature Center retains its integrity of design, location, setting, material and workmanship. The building is in good condition and is being used for educational purposes.

**Significance:** Although not quite fifty years old, this building is significant as part of a group of shelters exemplifying the development of native stone shelters in Swope Park.

**Bibliography:**

Kansas City Times, August 29, 1941, p.7

Board of Park Commissioners, Plan No. 6.158  
Annual Reports, 1940-1941

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F22 RANGER AND FIRST AID STATION, SWOPE PARK

**Historical/Cultural Context:** The Ranger and First Aid Station was designed by Edward Buehler Delk and constructed by J. J. Cahill Construction Company in 1941. Located just south of Lake of the Woods, near Gregory Boulevard and across the street from the Lakeside Nature Center, the building was originally designed as a Ranger and First Aid Station. Because of the great variety of recreational activities in Swope Park, a certain amount of protection was needed for the visitors. This was accomplished through the establishment of the Park Rangers, including four on horseback. These mounted park rangers policed Swope Park at all hours of the day and night. Duties of the early Park Rangers included: examining fishing licenses, guarding against vandalism, protecting the park's wildlife against hunters and checking permits for reservations of shelter houses and picnic areas.

**Description:** The one-story Ranger and First Aid Station building is constructed of native stone. The building is three bays wide. The projecting central bay contains four, eight light casement windows along the front. An oak lintel with the carved words "Park Ranger" is above the windows. Flanking the central bay are rounded arch doorways with stone voussoirs and keystone. The entrance is a two panel rounded arch door. The upper panel is multi-light while the lower panel is wood. A cross-hipped shingle roof tops the structure. An exterior stone chimney is located on the rear facade.

**Integrity:** The Ranger and First Aid Station building retains its integrity of design, location, material, setting and workmanship. The building is in good condition although vacant.

**Significance:** The Ranger and First Aid Station building is significant as part of a group of stone buildings exemplifying the development and design of stone shelters in Swope Park. Furthermore, this building was designed by the master, Edward Buehler Delk.

**Bibliography:**

Board of Park Commissioners. Annual Report, 1940-1941.  
Index to Minutes.  
Plan No. 6.159.





**1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS**  
**F RANGER AND FIRST AID STATION, SWOPE PARK**

**Historical/Cultural Context:** The Ranger Station was designed by Edward Buehler Delk and constructed by J. J. Cahill Construction Company in 1941. Located just south of Lake of the Woods, near Gregory Boulevard and across the street from the Lakeside Nature Center, the building was originally designed as a Ranger and First Aid Station. Because of the great variety of recreational activities in Swope Park, a certain amount of protection was needed for the visitors. This was accomplished through the establishment of the Park Rangers, including four on horseback. These mounted park rangers policed Swope Park at all hours of the day and night. Duties of the early Park Rangers included: examining fishing licenses, guarding against vandalism, protecting the park's wildlife against hunters and checking permits for reservations of shelter houses and picnic areas.

**Description:** The one-story Ranger First Aid building is constructed of native stone. The building is three bays wide. The projecting central bay contains four, eight light casement windows along the front. An oak lintel with the carved words "Park Ranger" is above the windows. Flanking the central bay are rounded arch doorways with stone voussoirs and keystone. The entrance is a two panel rounded arch door. The upper panel is multi-light while the lower panel is wood. A cross-hipped shingle roof tops the structure. An exterior stone chimney is located on the rear facade.

**Integrity:** The Ranger and First Aid Station building retains its integrity of design, location, material, setting and workmanship. The building is in good condition although vacant.

**Significance:** The Ranger and First Aid Station building is significant as part of a group of stone buildings exemplifying the development and design of stone shelters in Swope Park. Furthermore, this building was designed by the master, Edward Buehler Delk.

**Bibliography:**

Board of Park Commissioners, Index to the Minutes.  
Annual Report, 1940-1941  
Plan No. 6.159

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
 -F23 SWOPE PAVILION, (THE BANDSTAND), SWOPE PARK

**Historical/Cultural Context:** The Swope Pavilion, also known as The Bandstand, is located a short distance northeast of the main entrance. In 1916, the Park Board held a competition for the design of a massive hall or pavilion to be erected in a wooded area in Swope Park. The Board wanted a design similar to the Hall of Philosophy, Chautauqua, New York. Prizes were awarded to the three best sketches and the winning sketch was adopted.

George W. Huggins was awarded the contract on December 21, 1916. The cost of construction was approximately \$23,060 and was paid for out of the park board funds. Others working on the Pavilion included: Frank Lemon who designed the lion head gargoyles; Friedley-Voshardt Co. who made the gargoyles and L. Sonneborn & Sons who provided the lapidolith finish on the floor.

The Swope Pavilion was dedicated on April 7, 1918 with a ceremony including speeches and a music program given by Dr. E. M. Hiner's Band.

In the summer of 1924, the open-air "starlight" concerts began in the Swope Pavilion.

**Description:** The Swope Pavilion, an open building measuring 123 feet by 60 feet, was designed as a modern interpretation of a Doric Temple, massive in size yet simple in beauty. The low-pitch, red tile (now shingle) gable roof is visually supported by twenty-four single-block Bedford stone doric columns resting on stone bases. The columns measure seventeen feet in height. Triple columns are placed at each corner of the structure.

The entablature, consisting of opened (void) and closed (solid) rectangles, creates an impression of a triglyph and metopes motif. The copper gargoyles are in the design of lion heads. Lattice work with rosette centers creates a decorative motif in the pediment. The floor inside the pavilion is concrete. Roof supports and beams are exposed on the inside of the pavilion.

**Integrity:** The Swope Pavilion retains its integrity of design, location, workmanship, setting and materials. The condition of the Pavilion is good.

**Significance:** The Swope Pavilion is significant as part of a group of shelters exemplifying the development and design of stone shelters in Swope Park.

**Bibliography:**

Board of Park Commissioners. Index to Minutes.  
 Plan No. 6.120

Kansas City Journal. August 26, 1916.

Kansas City Star. December 21, 1916.  
September 2, 1917.  
April 7, 1918.

Kansas City Times. April 8, 1918.  
February 8, 1924.





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1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
 F SWOPE PAVILION, (THE BANDSTAND), SWOPE PARK

**Historical/Cultural Context:** The Swope Pavilion, also known as The Bandstand, is located a short distance northeast of the main entrance. In 1916, the Park Board held a competition for the design of a massive hall or pavilion to be erected in a wooded area in Swope Park. The Board wanted a design similar to the Hall of Philosophy, Chautauqua, Chautauqua, New York. Prizes were awarded to the three best sketches and the best sketch was adopted.

George W. Huggins was awarded the contract on December 21, 1916. The cost of construction was approximately \$23,060 and was paid for out of the park board funds. Others working on the Pavilion included: Frank Lemon who designed the lion head gargoyles; Friedley-Voshardt Co. who made the gargoyles and L. Sonneborn & Sons who provided the lapidolith finish on the floor.

The Swope Pavilion was dedicated on April 7, 1918 with a ceremony including speeches and a music program given by Dr. E. M. Hiner's Band.

In the summer of 1924, the open-air "starlight" concerts began in the Swope Pavilion.

**Description:** The Swope Pavilion, an open building measuring 123 feet by 60 feet, was designed as a modern interpretation of a Doric Temple, massive in size yet simple in beauty. The low-pitch, red tile (now shingle) gable roof is visually supported by twenty-four single-block Bedford stone doric columns resting on stone bases. The columns measure seventeen feet in height. Triple columns are placed at each corner of the structure.

The entablature, consisting of opened (void) and closed (solid) rectangles, creates an impression of a triglyph and metopes motif. The copper gargoyles are in the design of lion heads. Lattice work with rosette centers creates a decorative motif in the pediment. The floor inside the pavilion is concrete. Roof supports and beams are exposed on the inside of the pavilion.

**Integrity:** The Swope Pavilion retains its integrity of design, location, workmanship, setting and materials. The condition of the Pavilion is good.

**Significance:** The Swope Pavilion is significant as part of a group of shelters exemplifying the development and design of stone shelters in Swope Park.

**Bibliography:**

Board of Park Commissioners, Plan No. 6.120  
 Index to the Minutes

Kansas City Journal, August 26, 1916

Kansas City Star, December 21, 1916  
September 2, 1917  
April 7, 1918

Kansas City Times, April 8, 1918  
February 8, 1924



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F24 SWOPE PARK SWIMMING POOLS, SWOPE PARK

**Historical/Cultural Context:** Plans for the construction of a large recreational area in Swope Park including an "ultra-modern" triple swimming pool unit were approved by the Park Board in 1940. The recreational area was to be located north of The Lagoon. In addition to the swimming pools there was a bathhouse/concession building. Also the area was to have landscape grounds, sand beaches, badminton and shuffle board facilities, table and paddle tennis courts, slides, swings and parking spaces.

The plans for the pool and building were designed by James D. Marshall and M. Dwight Brown, architects and engineers. Work began on the swimming pools on July 10, 1941. The landscape plans were prepared by Hare and Hare. WPA labor was used for construction as part of the Work Progress Administration projects sponsored by the city. The approximate cost of the entire project was \$180,000, \$80,000 of which was the city's share. "A modern, beautiful 'country club' for the family has been created... at a negligible cost to the taxpayer."

The pools were supplied with city water and were equipped with recirculating and gravity filtering system which meant a complete change of 750,000 gallons of water every eight hours. On July 30, 1942 the swimming pools and recreational area were open to the public. Admission to the pools was \$.25 except for two mornings a week when admission was free.

In 1949 a new concrete floor had to be put in the main pool at a cost of \$10,553.08.

From 1952-1954 the pools remained closed pending a court decision on allowing "negroes" in the swimming pool. In 1970 the pools were renovated by Alderman Chemical Enterprises, Inc. and in 1979 a new filter system was installed, as well as new concrete floor, deck and walls constructed.

**Description:** The main swimming pool measures 165 by 105 feet, and ranges in depth from 3 1/2 to 5 feet. To the west of the main pool is the diving pool, measuring 40 by 70 feet, with a maximum depth of 11 feet. Situated to the east of the main pool is a 40 by 70 foot wading pool, with a depth eighteen inches to 2 1/2 feet.

A one-story native stone bathhouse executed in a "art moderne" style measures 305 by 45 feet and originally provided dressing room space for 1,000 men and 500 women.

The dressing rooms had lockers and baskets for clothes. All rooms were opened above for light and cleanliness. From the dressing room to the pool was a 20 foot long shower of water which all persons had to pass before entering the pool.

Seats for spectators are located between the bathhouse and the pools. The entire swimming complex is fenced with chain link fencing. Of particular note is the stylized representations of swimmers and water depicted on the turquoise color wrought-iron entrance gates. Another outstanding decorative motif are the stone medallions with reliefs depicting the various recreational themes i.e. paddle tennis, beach, diving - only to mention a few.

Fenestration consists of hinged ribbon windows with stone sill and lintel coursing. In addition small round windows with stone surrounds add to the "art moderne" style of the building. A stone pergola runs along the rear of the swimming pool area.

**Integrity:** The Swope Park Swimming pool complex has retained its integrity of design location, material, workmanship and setting. The pool is in good condition.

**Significance:** The Swope Park Swimming Pool complex is significant as one of the few outstanding examples of the "art moderne" style of architecture in Kansas City.

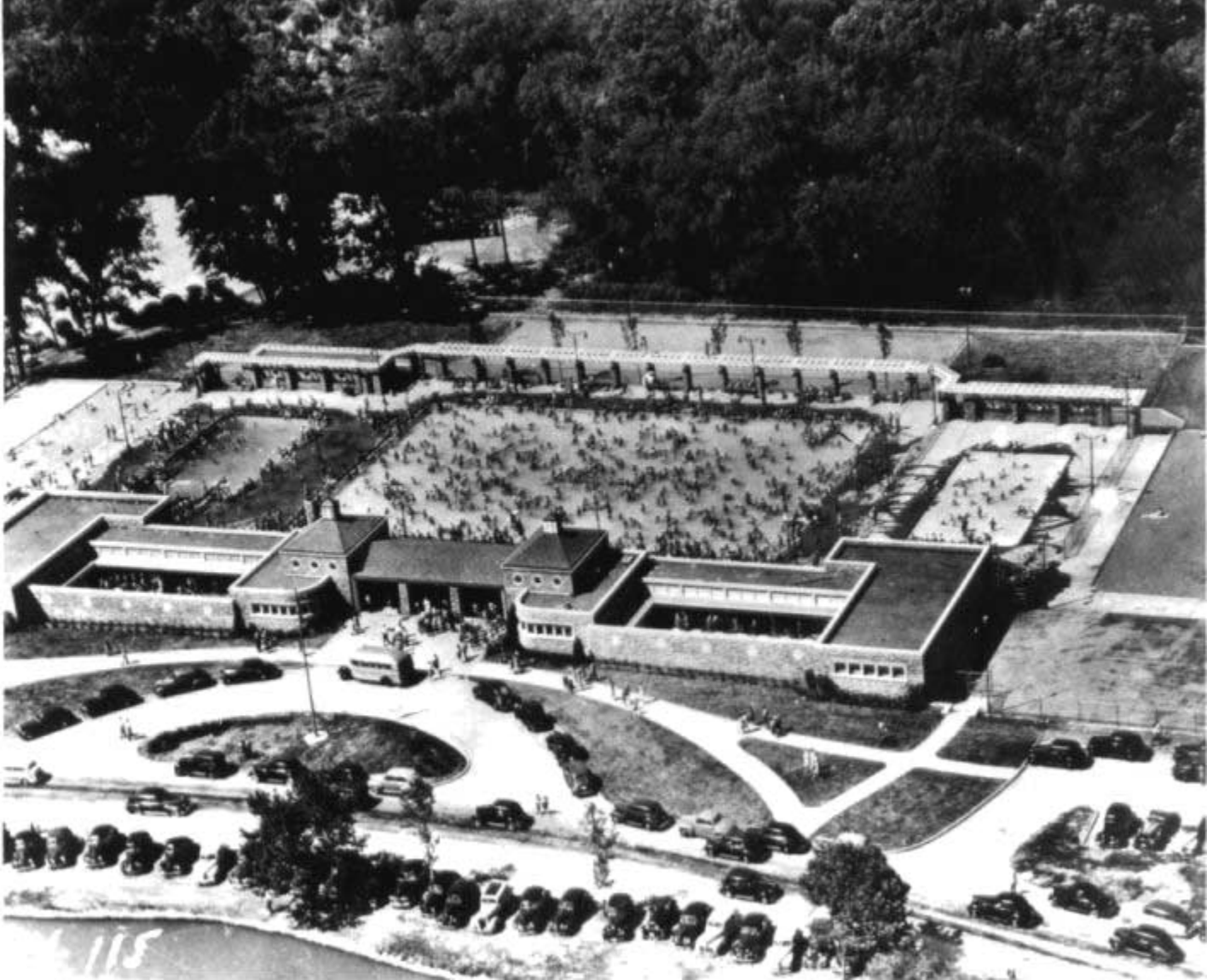
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1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
 F SWOPE PARK SWIMMING POOLS, SWOPE PARK

**Historical/Cultural Context:** Plans for the construction of a large recreational area in Swope Park including an "ultra-modern" triple swimming pool unit were approved by the Park Board in 1940. The recreational area was to be located north of The Lagoon. In addition to the swimming pools there was a bathhouse/concession building. Also the area was to have landscape grounds, sand beaches, badminton and shuffle board facilities, table and paddle tennis courts, slides, swings and parking spaces.

The plans for the pool and building were designed by James D. Marshall and M. Dwight Brown, architects and engineers. Work began on the swimming pools on July 10, 1941. The landscape plans were prepared by Hare and Hare. WPA labor was used for construction as part of the Work Progress Administration projects sponsored by the city. The approximate cost of the entire project was \$180,000, \$80,000 of which was the city's share. "A modern, beautiful 'country club' for the family has been created... at a negligible cost to the taxpayer."

The pools were supplied with city water and were equipped with recirculating and gravity filtering system which meant a complete change of 750,000 gallons of water every eight hours. On July 30, 1942 the swimming pools and recreational area were open to the public. Admission to the pools was \$.25 except for two mornings a week when admission was free.

In 1949 a new concrete floor had to be put in the main pool at a cost of 10,553.08.

From 1952-1954 the pools remained closed pending a court decision on allowing "negroes" in the swimming pool. In 1970 the pools were renovated by Alderman Chemical Enterprises, Inc. and in 1979 a new filter system was installed.

**Description:** The main swimming pool measures 165 by 105 feet, and ranges in depth from 3 1/2 to 5 feet. To the west of the main pool is the diving pool, measuring 40 by 70 feet, with a maximum depth of 11 feet. Situated to the east of the main pool is a 40 by 70 foot wading pool, with a depth eighteen inches to 2 1/2 feet.

A one story native stone bathhouse executed in a "art moderne" style measures 305 by 45 feet and originally provided dressing rooms space for 1,000 men and 500 women.

The dressing rooms had lockers and baskets for clothes. All rooms were opened above for light and cleanliness. From the dressing room to the pool was a 20 foot long shower of water which all persons had to pass before entering the pool.

Seats for spectators are located between the bathhouse and the pools.

The entire swimming complex is fenced with chain link fencing. Of particular note is the stylized representations of swimmers and water depicted on the turquoise cold wrought-iron entrance gate. Another outstanding decorative motif are the stone medallions with reliefs depicting the various recreational themes i.e. paddle tennis, beach, diving only to mention a few.

Fenestration consists of hinged ribbon windows with stone sill and lintel coursing. In addition small round windows with stone surrounds add to the "art moderne" style of the building. A stone pergola runs along the rear of the swimming pool area.

**Integrity:** The Swope Park Swimming pool complex has retained its integrity of design location, material, workmanship and setting. The pool is in good condition.

**Significance:** The Swope Park Swimming Pool complex is significant as one of the few outstanding examples of the "art moderne" style of architecture in Kansas City.

#### **Bibliography:**

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Kansas City Star, February 16, 1942, p. 3.  
Midwest Contractor, March 5, 1941, p. 10.

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F25 GOLF CLUBHOUSE NO. 1, SWOPE PARK

**Historical/ Cultural Context:** In October 1906, a nine-hole golf course was established in Swope Park. The location which was to be temporary, was on the meadow east of the Main Shelter Building. This temporary location proved to be too close to the main entrance and occupying the most available general promenade space. In 1910, a resolution was made to appropriate \$1,000 to begin work on a new nine-hole golf course. The location of this course was almost the same as the temporary location.

Finally, in 1914, James Dalgeish, with Hillcrest Country Club, was hired to supervise the construction of a new nine-hole golf course in Swope Park east of the Blue River. The golf course was laid out and completed by 1915. The Park Board approved a motion in 1917 to prepare plans for grading an additional nine-hole golf course thus creating the eighteen-hole Swope Memorial Golf Course (Golf Course No.1). The contract for the work was awarded to E. H. Bradbury. The cost for the construction of the additional nine-holes was funded partly by the Swope Park Golf Club and partly by the City.

The original clubhouse which was destroyed by fire on February 13, 1922, was constructed in 1917 with the City paying for the building and the golf club paying for the equipment.

The present clubhouse was built immediately after the fire. It was designed by Shepard and Wiser and was constructed by the Land Construction Company at a cost of approximately \$5,787. The original foundation was salvaged as well as stone which was used for walls.

In 1934, A. W. Tillinghast, Inc., golf course architect, was hired to redesign the golf course. The course was lengthened, trapped, bunkered, water pumps installed and trees removed for fairways and tees.

Golf Course No. 1 has been played on by many celebrities. In September of 1942, an exhibition round was played by Lawson Little, Jimmy Thompson, Ed Dudley and Bing Crosby. In 1949, this course was the site of the first Kansas City Annual Golf Open.

**Description:** The main elevation of this one and one-half story stone and stucco clubhouse faces the golf course. A partial veranda with a continuous roof visually supported by stone piers is located at the south end of the main elevation. The north end of this elevation is enclosed with three sets of triple six-over-one light, double hung, sash windows with cut stone sill coursing. The window series is separated by stone piers. Paired hip dormers with tripartite sash windows are also located at the north end of the elevation.

The basement level is exposed on the rear elevation. A recessed entrance, approached by a series of steps, is covered by a pedimented hood supported by brackets. The entrance, a single, multi-light door is flanked by multi-light sidelights. Fenestration on the rear



elevation is the same as on the main elevation with the exception of the basement windows. These windows are ten-over-one light, double hung sash windows. Directly over the entrance is a large hip dormer with two sash windows. An interior stone chimney is also located in this dormer.

The roof of the clubhouse was originally red tile. It is now wood shingle. The original floor plan of the clubhouse included a lounge dining room, a men's locker room, ladies locker room, kitchen and living quarters upstairs for the professional instructor.

**Integrity:** The golf clubhouse has retained its integrity of design, material, workmanship, setting and location. The structure is in good condition and is still in use today.

**Significance:** The golf clubhouse is significant in the development of golf courses in Swope Park. Furthermore, the building was designed by the masters, Shepard and Wiser.

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Plan No. 6.175

Kansas City Journal. February 14, 1922.

Kansas City Star. May 12, 1911.  
March 13, 1916.  
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May 26, 1916.  
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December 2, 1917.

Kansas City Times. October 12, 1916. 916.



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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F26 BIRD AND CARNIVORA HOUSE, KANSAS CITY ZOO, SWOPE PARK

**Historical/Cultural Context:** The zoo in Swope Park was established in the summer of 1908 by organizers Gus Pearson, city comptroller; H. R. Walmsley, an authority on birds; and W. V. Lippincott - all members of the Kansas City Zoological Society. Members of the society and the Board of Park Commissioners chose the site for a zoological garden, an "ideal site about three quarters of a mile from the main entrance, in a beautiful hollow which is particularly well adapted to the purpose."

The first building erected was the Bird and Carnivora House, patterned after zoo structures in New York and Chicago. The structure was planned with a refrigeration plant to keep the animal's food iced and a ventilating system that changed the circulation every ten minutes. Plans for the structure were drawn by Kansas City architects William H. Saylor and Herbert R. Seddon, who worked together from 1907-14. Carl A. Nilson constructed the building which was dedicated on December 13, 1909.

In 1934, J. E. Dunn was authorized to remodel the zoo building and in 1969, plans were made for a second, major remodeling. Pfuhl and Stevson were the consulting structural engineers, and E. F. Corwin was the architect. The contract was awarded to the Cahill Construction Company.

**Description:** Unfortunately, the Bird and Carnivora House has been severely modified from its original design. As planned by Saylor and Seddon in 1908, the limestone building, Romanesque in style, was 170 feet in length and 85 feet wide. A prominent, continuous gable (110 feet in length) with an arched, multi-paned window surrounded by stone voussoirs, crowned the structure.

The interior of this "nave-like" gable housed a "mammoth bird-flying cage and aquarium", thirty-feet in height. The most interesting feature of this building were hundreds of carved-stone bird and animal heads that ran the perimeter of the roof-line of the building's lower mass.

The north half of the interior housed a double-row of bird cages. A raised platform at the east end of the building was designed for elephants and camels. The south half of the building was dedicated to larger animals including lions, bears and tigers. Adjacent to their interior cages were twelve outdoor runs.

Because of serious damage to the roof, the Board decided, in 1968, to replace the original tile gabled roof (that featured the prominent arch window) with a flat concrete roof. The modification also included closing off the indoor-outdoor cages. During this remodeling, the majority of the roof-line carvings were removed, the majority of the original casement-style fenestration was modified and the main entry was obscured. Although the entry's original half-columns and cast stone entablature are extant, the original entrance, which now functions as the maintenance entry, has been severely

altered. A non-original plywood enclosure flanked by single doors now dominates the rear or southwest elevation. The main entrance of the Bird and Carnivora building is now located at the northeast elevation.

**Integrity:** The Bird and Carnivora House does not retain its integrity in location, design, setting, materials, workmanship, feeling or association. This is due to the remodeling of the building which occurred in 1969-70.

**Significance:** As the first structure built for the Kansas City Zoo and as one of the few extant examples of the work of the architectural firm of Saylor & Seddon, the Bird and Carnivora House would have been a significant feature in Swope Park. But because this building has lost its integrity of design through the loss/remodeling of physical features basic to its style, it is no longer significant. Its past identity and character has not been retained.

**Bibliography:**

Board of Park Commissioners. Annual Reports.  
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Kansas City Journal. February 2, 1908.  
June 24, 1908.

Kansas City Star. July 25, 1908.  
July 2, 1909.  
August 17, 1990.

Kansas City Times. August 28, 1968.  
August 29, 1969.



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1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
 F BIRD AND CARNIVORA HOUSE, KANSAS CITY ZOO, SWOPE PARK

**Historical/Cultural Context:** The zoo in Swope Park was established in the summer of 1908 by organizers Gus Pearson, city comptroller, H. R. Walmsley, an authority on birds, and W. V. Lippincott, all members of the Kansas City Zoological Society. Members of the society and the Board of Park Commissioners chose the site for a zoological garden, an "ideal site about 3/4 of a mile from the main entrance, in a beautiful hollow which is particularly well adapted to the purpose."

The first building erected was the Bird and Carnivora House, patterned after zoo structures in New York and Chicago. The structure was planned with a refrigeration plant to keep the animal's food iced and a ventilating system that changed the circulation every ten minutes. Plans for the structure were drawn by Kansas City architects William H. Saylor and Herbert R. Seddon, who worked together from 1907-14. Carl A. Nilson constructed the building which was dedicated on December 13, 1909.

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**Description:** Unfortunately, the Bird and Carnivora House has been severely modified from its original design. As planned by Saylor and Seddon in 1908, the limestone building, Romanesque in style, was 170 feet in length and 85 feet wide. A prominent, continuous gable (110 feet in length) with an arched, multi-paned window surrounded by stone voussoirs, crowned the structure.

The interior of this "nave-like" gable housed a "mammoth bird-flying cage and aquarium, thirty-feet in height. The most interesting feature of this building were hundreds of carved-stone bird and animal heads that ran the perimeter of the roof-line of the building's lower mass.

The north half of the interior housed a double-row of bird cages. A raised platform at the east end of the building was designed for elephants and camels. The south half of the building was dedicated to larger animals including lions, bears and tigers. Adjacent to their interior cages were twelve outdoor runs.

Because of serious damage to the roof, the board decided, in 1968, to replace the original tile gabled roof (that featured the prominent arch window) with a flat concrete roof. The modification also included closing off the indoor-outdoor cages. During this remodeling, the majority of the roof-line carvings were removed, the majority of the original casement-style fenestration was modified and the main entry was obscured. Although the entry's original half-columns and cast stone entablature are extant, the original entrance, which now functions as the maintenance entry, has been severely



altered. A non-original plywood enclosure flanked by single doors now dominates the rear or southwest elevation. The main entrance of the Bird and Carnivora building is now located at the northeast elevation.

**Integrity:** The Bird and Carnivora House does not retain its integrity in location, design, setting, materials, workmanship, feeling or association. This is due to the remodeling of the building which occurred in 1969-70.

**Significance:** As the first structure built for the Kansas City Zoo and as one of the few extant examples of the work of the architectural firm of Saylor & Seddon, the Bird and Carnivora House would have been a significant feature in Swope Park. But because this building has lost its integrity of design through the loss/remodeling of physical features basic to its style, it is no longer significant. Its past identity and character has not been retained.

**Bibliography:**

Board of Park Commissioners, Index to Minutes  
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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F27 THE ABATTOIR, SWOPE PARK

**Historical/ Cultural Context:** The Abattoir, located east of the nursery via an entrance off of Gregory Boulevard, was built in 1930-1931. It was planned along with several other improvements, as part of the quarter-million dollar Swope Park bond fund voted in 1928. The Abattoir, French for slaughterhouse, was designed by W. L. Gillespie in November, 1930 and was used in connection with the zoo. The building was constructed by M. Pellegrino and completed on January 22, 1931. Recently, the structure was used as a home for one of the zoo's elephants. Presently, it is used for storage of straw.

**Description:** Constructed of random rubble limestone, the Abattoir is sited near the Blue River, east of the nurseryman's cottage. The main elevation, which features a prominent blind arch with stone voussoirs, faces south. Beneath the arch is a steel rolling door. A scaled-down version of this entrance and arch is located at the west end of the main elevation. Fenestration of the Abattoir is recessed, metal casement-style with random rubble stone headers and native stone sills. A projecting bay with a chimney is located at the west elevation.

**Integrity:** The Abattoir retains a high degree of integrity in location, design, setting, materials, workmanship, feeling and association. The original design of the building, including fenestration and details, remains intact and in excellent condition.

**Significance:** The Abattoir may be significant as a unique property in the context of an important theme. This structure may be the only extant slaughterhouse built on city property.

**Bibliography:**

Board of Park Commissioners. Index to Minutes.  
Plan No. 6.146.

Kansas City Star. September 13, 1930.



1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
 F THE ABATOIR, SWOPE PARK

**Historical/ Cultural Context:** The Abbatoir, located east of the nursery via an entrance off of Gregory Boulevard, was built in 1930-1931. It was planned along with several other improvements, as part of the quarter-million dollar Swope Park bond fund voted in 1928. The Abbatoir, French for slaughterhouse, was designed by W. L. Gillespie in November, 1930 and was used in connection with the zoo. The building was constructed by M. Pellegrino and completed on January 22, 1931. Recently the structure by M. Pellegrino and completed on January 22, 1931. Recently, the structure was used as a home for one of the zoo's elephants. Presently, it is used for storage of straw.

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**Integrity:** The Abbatoir retains a high degree of integrity in location, design, setting, materials, workmanship, feeling and association. The original design of the building, including fenestration and details, remains intact and in excellent condition.

**Significance:** The Abbatoir may be significant as a unique property in the context of an important theme. This structure may be the only extant slaughterhouse built on city property.

**Bibliography:**

Board of Park Commissioners, Index to Minutes.

Kansas City Star, September 13, 1930.

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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F28 GREENHOUSES, ELMWOOD AT SIXTY-EIGHTH STREET, SWOPE PARK

**Historical/Cultural Context:** As early as 1905, according to the Index to the Minutes of the Board of Park Commissioners, more than one greenhouse existed at Sixty-eighth Street and Elmwood Avenue. In 1906, an addition was made to the existing greenhouses, constructed by day labor. Then in 1914, the Park Board approved a contract with Lord & Burnham, nationally-known greenhouse designers, to erect new greenhouses at the site of the existing structures. The former turn-of-the-century greenhouses were razed and the new structures were completed by 1916. King Construction Company managed the installation.

In 1917, John Gosling constructed a boiler room with two boilers for the greenhouse heating plant.

In 1932, George B. Franklyn prepared plans for an addition to the greenhouses that were built in 1916. These greenhouses, also designed by Lord and Burnham, were built on the east side of the existing structures. G.P. Reintjes Construction Company built the new structures which were paid for by Ten-Year Plan bonds. A florist's cottage, located to the east of the new greenhouses, was also constructed at this time.

By the late 1950s, the greenhouses appeared in poor to deteriorated condition, where the older complex of structures had all but shut down its operation. In 1961, because of this situation, the Park Board reviewed various sites for the construction of new greenhouses and at the same time considered the demolition of the existing structures. A new location at the south side of Sixty-third Street, west of the Missouri Pacific right-of-way was approved for this project, but the Board later decided to renovate the extant buildings instead of building new structures.

In 1964, a contract was approved with the Winandy Greenhouse Construction Company for the repair and reglazing of the existing greenhouse facilities. Winandy removed all the glass, and put aluminum caps on all Cyprus bars. The ventilators were also repaired.

**Description:** All of the greenhouses located at Sixty-eighth Street and Elmwood Avenue measure approximately 40 feet by 100 feet and feature gabled roofs. The western sited greenhouses that were constructed in 1916 have poured concrete foundations, while the greenhouses constructed in 1932 feature concrete block foundations. All greenhouse units are steel frame with Cyprus bars (covered with aluminum) and feature glass panes measuring 16 by 24 inches.

The original greenhouse boilers were installed in the heating plant located to the south of the greenhouse complex. The heating plant is constructed of stone.

**Integrity:** The greenhouse complex, constructed in 1916 and in 1932, retains its integrity in location, design, setting, materials,

workmanship, feeling and association. The greenhouses remain in fair to good condition.

**Significance:** The Swope Park Greenhouse complex, located at Sixty-eighth Street and Elmwood Avenue, may be significant as an important phase in greenhouse design by Lord and Burnham. In order to determine its significance, further research into the development of the history of Lord and Burnham must be conducted.

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Board of Park Commissioners. Index to Minutes.  
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Kansas City Times. October 24, 1932.







1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F29 GREENHOUSE AND NURSERYMAN'S COTTAGE, 5400 EAST GREGORY BOULEVARD, SWOPE  
PARK

**Historical/Cultural Context:** A nursery, located at a bend in the Blue River just north of Gregory Boulevard and east of the railroad tracks in Swope Park, was in existence in 1899, when the Board of Park Commissioners appropriated \$5,000 towards the purchase of nursery stock. By 1925, the area that comprised the nursery had grown to approximately twenty acres and was planted in ornamental stock.

That same year, thirty-five acres (due south of the existing nursery) were reserved for the growing of trees and shrubbery. The majority of the stock, including a wide variety of evergreens, was grown from seed. In addition, it was common for the nursery propagators to develop a desired type of tree by grafting and hybridization.

In order to properly and efficiently develop their nursery stock, a greenhouse was built, along with the four greenhouses on Elmwood Avenue, in 1914-15. Located northwest of the Nurseryman's Cottage, north of Gregory Boulevard, the greenhouse was designed by Lord & Burnham and features an attached stone office building. The heating plant for the complex was originally located in the basement.

The Nurseryman's Cottage was designed in 1922 by W.D.Wight and constructed in 1923.

Today, the nursery produces deciduous trees, including ornamental stock and a variety of conifers.

**Description:** The Greenhouse, which runs on an east/west axis, is a gabled structure measuring approximately 90 feet in length and 25 feet in width. The structure is constructed of steel frame with Cyprus runs and features a stone foundation. The attached office is located at the west end of the Greenhouse and is constructed of stone. It features a gabled roof, double-hung, sash-type fenestration with stone sills and an exterior chimney. The entry is centered at the west elevation where the porch entry has been modified from the original.

The Nurseryman's cottage is a Craftsman-style, one-story residence with the main elevation facing east. Typical of the style in which it was designed, the house features prominent triangular knee-bracing, wide eaves and varied exterior materials including stucco, stone and brick. The roof is gabled and an exterior stone chimney is located at the west elevation. Fenestration is single-pane, double-hung, sash-type with basement fenestration displaying prominent stone voussoirs. In addition, there are non-original sliding windows. An asymmetrically-placed screened-in porch is located at the southeast elevation.

**Integrity:** The greenhouse and nursery cottage retain integrity in location, design, setting, materials, workmanship, feeling and association. Although there have been minor alterations to both

structures, these modifications have not negatively effected either the greenhouse or the residence.

The nursery also retains its integrity in all areas; although its composition has changed, this has not significantly altered the basic relationship of working landscape to buildings.

**Significance:** The greenhouse and nurseryman's cottage may be significant as the first planned complex dedicated to the growing and managing of plants for the park and boulevard system in Kansas City.

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Board of Park Commissioners. Index to Minutes.  
Plan No. 6.131.

Interview with George Eib. December 3, 1990.

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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F30 DISTRICT #4 HEADQUARTERS BUILDING, 6901 ELMWOOD AVENUE, SWOPE PARK

**Historical/Cultural Context:** The District Four Headquarters Building, 6901 Elmwood Avenue was constructed in 1905. Originally, it was intended as a stable and storage barn. The building was designed by the architect George W. Loomis and built by Fowler and Gould. In 1934 the building sustained severe fire damage. Subsequent to the fire, major alterations have occurred to the building which have totally changed its original design.

**Description:** The District Four Headquarters Building, constructed of native stone, is U-shaped in plan and measures approximately 124' x 93'.

The original design consisted of a two story building, the first floor constructed of barn siding. The main or west elevation had a centrally placed, two story, gable projection which housed the main entrance. The entrance consisted of a barn door with a multi-light upper panel and a board-and-batten lower panel. The entire entrance was placed in a segmental arch with stone voussoirs. The roof was hipped while the fenestration consisted of multi-light double hung sash windows.

The original interior floor consisted of: wagon and shed storage, work shop, office, harness and corn rooms and fourteen single stalls all on the first floor. While the second floor consisted of hay and grain lofts and storage.

**Integrity:** The district Four Headquarters Building has lost its integrity of design, workmanship and materials. The alterations that have occurred are irreversible.

**Significance:** The structure is no longer significant due to its loss of integrity of design, workmanship and materials.

**Bibliography:**

Board of Park Commissioners. Index to Minutes.  
Plan No. 6.22.

Kansas City Times. September 4, 1934, p.1.



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F31 SEVENTY-FIRST STREET BRIDGE, SWOPE PARK AT GREGORY BOULEVARD

**Historical/Cultural Context:** As early as 1908, plans were prepared for the Seventy-first Street Bridge by the park department. As illustrated, the bridge was to be built of masonry and featured two elliptical arches through which the Blue River and the railroad tracks passed. Apparently, this plan, along with a rather elaborate plan for the Sixty-fourth Street Bridge, was abandoned.

It wasn't until seven years later that plans for the Seventy-first Street Bridge were actually resolved. In May, C. C. Craver, President of the park Board was quoted in a newspaper article to say, "There will be bridges across the Blue River at Sixty-fourth and Seventy-first Streets and across those roads will lead to those parts of the park now little known to its great admirers. A big part of the development must ultimately, of course, be along the course of the Blue River within the park." The board must have announced their plans for the bridge that year, for the L. R. Ash (Harrington, Howard & Ash) presented plans for the project.

That same year, John Alexander Low Waddell, who served as principal engineer for the Trans-Siberian Railway, presented his plans for the Seventy-first Street Bridge to the Board of Park Commissioners. The Board resolved to proceed with the firm of Waddell & Son and on January 9th, 1916, Waddell's plans for the project were approved.

The new bridge, which was built over the Blue River and the Missouri Pacific and the St. Louis and San Francisco Railroad tracks, replaced the old "tin Bridge" which was located to the north at Hickman's Mill Road. The latter was built on springers and only one motor car was allowed on the bridge at a time.

In building the Seventy-first Street Bridge, six hundred tons of steel and thirteen thousand cubic yards of concrete were used. The cost of the bridge was \$150,000, two-thirds of which was paid from the park bond funds and one-third by the railroads. Work on the bridge began on December 1, 1916. The bridge was opened to the public on April 4, 1918, when the structure was officially dedicated.

**Description:** Designed by John Alexander Low Waddell in 1916, the Seventy-first Street Bridge was constructed by the Horton Concrete Construction Company. When built, the reinforced concrete structure measured 700 feet in length with a forty foot roadway and an eight foot walkway on either side. The main roadway was paved with creosoted wood blocks. The design of the bridge called for five open-spandrel arches resting on piers founded on shale. The east and west spans at either end measure eighty feet in length. The fourth and second (over the railroad tracks) spans from the west each measure 120 feet long; while the central span crossing the Blue River measures 140 feet in length. All of the arch spans were comprised of two fixed hingeless arches with six to twelve panels each. Paired paneled piers were constructed at each end of the bridge.

In 1950, repairs were made to the structure including: reconditioning of the four corner piers, new railing, gunnite and mortar repairs to the deck underside, floorbeams, piers and arches. In addition, new light poles were installed on the north side and the sidewalks were overlayed and the sidewalk expansion joints rebuilt. In 1964, deck expansion joints and deck drains were installed and the entire deck was half-soled.

In 1982, the engineering firm of Harrington & Cortelyou, Kansas City, Missouri, repaired the bridge. At that time, the transverse members at the piers were replaced and the general repair of the intermediate transverse members of the spandrels were made. The deck and sidewalks were replaced.

**Integrity:** The Seventy-first Street Bridge retains its integrity in location, setting, materials, workmanship, feeling and association. However, the original end piers were removed and replaced by shorter sections at an unknown date (post 1964). The original cast-concrete railing was replaced in 1950 by an aluminum rail, and in 1982 a concrete rail.

**Significance:** Designed by J. A. L. Waddell, an internationally known engineer, the Seventy-first Street Bridge may be significant as an expression of a particular phase in the development of Waddell's career as a world famous bridge designer. However in order to determine the bridge's significance, more research into Waddell's career must be conducted.

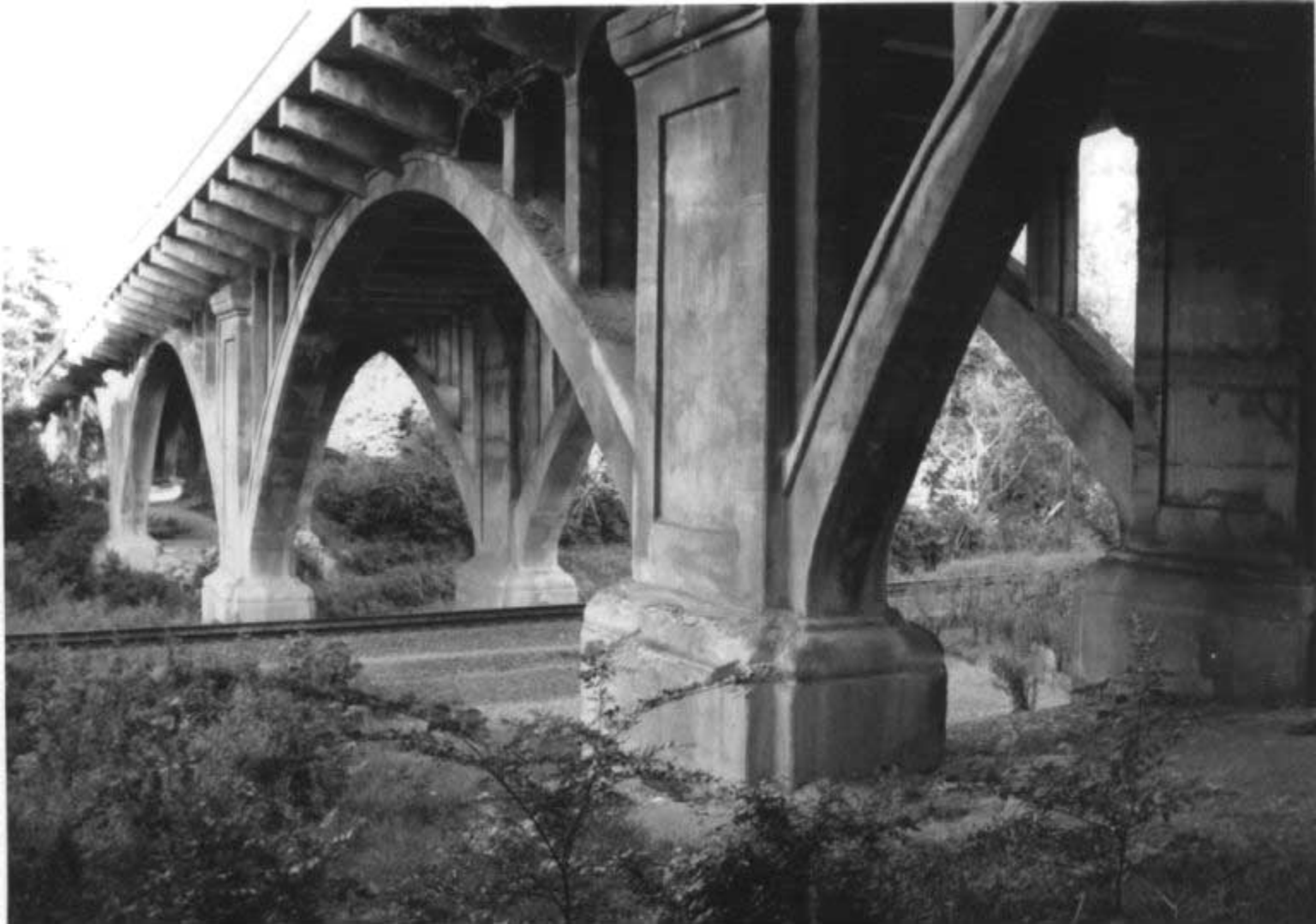
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1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
 F SEVENTY-FIRST STREET BRIDGE, SWOPE PARK AT GREGORY BOULEVARD

**Historical/Cultural Context:** As early as 1908, plans were prepared for the 71st Street Bridge by the park department. As illustrated, the bridge was to be built of masonry and featured two elliptical arches through which the Blue River and the railroad tracks passed. Apparently, this plan, along with a rather elaborate plan for the 64th Street Bridge, was abandoned.

It wasn't until seven years later that plans for the 71st Street Bridge were actually resolved. In May, C. C. Craver, President of the park Board was quoted in a newspaper article to say, "There will be bridges across the Blue River at 64th and 71st Streets and across those roads will lead to those parts of the park now little known to its great admirers. A big part of the development must ultimately, of course, be along the course of the Blue River within the park". The board must have announced their plans for the bridge that year, for the L. R. Ash (Harrington, Howard & Ash) presented plans for the project.

That same year, John Alexander Low Waddell, who served as principal engineer for the Trans-Siberian Railway, presented his plans for the 71st Street bridge to the Board of Park Commissioners. The Board resolved to proceed with the firm of Waddell & Son and on January 9th, 1916, Waddell's plans for the project were approved.

The new bridge, which was built over the Blue River and the Missouri Pacific and the St. Louis and San Francisco Railroad tracks, replaced the old "tin Bridge" which was located to the north at Hickman's Mill Road. The latter was built on springers and only one motor car was allowed on the bridge at a time.

In building the 71st Street Bridge, six hundred tons of steel and thirteen thousand cubic yards of concrete were used. The cost of the bridge was \$150,000, two-thirds of which was paid from the park bond funds and one-third by the railroads. Work on the bridge began on December 1, 1916. The bridge was opened to the public on April 4, 1915, when the structure was officially dedicated.

**Description:** Designed by John Alexander Low Waddell in 1916, the 71st Street Bridge was constructed by the Horton Concrete Construction Company. When built, the reinforced concrete structure measured 700 feet in length with a 40 foot roadway and an 8 foot walkway on either side. The main roadway was paved with creosoted wood blocks. The design of the bridge called for five open-spandrel arches rested on piers founded on shale. The east and west spans at either end measure eighty feet in length. The fourth and second (over the railroad tracks) spans from the west each measure 120 feet long; while the central span crossing the Blue River measures 140 feet in length. All of the arch spans were comprised of two fixed hingeless arches with six to twelve panels each. Paired paneled piers were constructed at each end of the bridge.

In 1950, repairs were made to the structure including: reconditioning of the four corner piers, new aluminum railing, gunnite and mortar repairs to the deck underside, floorbeams, piers and arches. In addition, new light poles were installed on the north side and the sidewalks were overlayed and the sidewalk expansion joints rebuilt. In 1964, deck expansion joints and deck drains were installed and the entire deck was half-soled.

In 1982, the engineering firm of Harrington & Cortelyou, Kansas City, Missouri, repaired the bridge. At that time, the transverse members at the piers were replaced and the general repair of the intermediate transverse members of the spandrels were made. The deck and sidewalks were repaired.

**Integrity:** The 71st Street Bridge retains its integrity in location, setting, materials, workmanship, feeling and association. However, the original end piers were removed and replaced by shorter sections at an unknown date (post 1964) and the original cast-concrete railing was replaced by an aluminum rail in 1950.

**Significance:** Designed by J. A. L. Waddell, an internationally known engineer, the 71st Street Bridge may be significant as an expression of a particular phase in the development of Waddell's career as a world famous bridge designer. However in order to determine the bridge's significance, more research into Waddell's career must be conducted.

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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F32 SUSPENSION FOOTBRIDGE, SWOPE PARK

**Historical/Cultural Context:** In 1907, the Board of Park Commissioners advertised for proposals to construct a suspension bridge in Swope Park. The proposed bridge, when completed, would connect the proposed athletic field with the main entrance of the park. The bridge and field were to be located one and a quarter miles from the main entrance, and before they were both constructed, that area was practically inaccessible because of "rank growth" of weeds and underbrush.

The Board moved quickly in their decision, for that same year, plans for the bridge were approved and the bridge was constructed. The project was completed on October 16, 1907.

**Description:** The Swope Park suspension footbridge was built in 1907 by the Midland Bridge Company, Kansas City, Missouri. The bridge is suspended by one and one-half inch galvanized Leschen cables which are anchored in concrete (sixty cubic yards) at each end. The bridge measures 227 feet in length and is approximately 93.6 feet above the Blue River. There are fourteen lattice designed panels on each side of the bridge resting on trusses. The wooden beam walkway of the bridge is eight feet wide.

**Integrity:** The Swope Park suspension bridge retains a high degree of integrity in location, design, setting, materials, workmanship, feeling and association. Presently, the bridge has been closed to pedestrian traffic pending detailed structural studies.

**Significance:** Designed by the Midland Bridge Company, the Swope Park suspension bridge may be significant as an expression of a particular phase of the Midland Bridge Company's history. However in order to determine its significance, more research into the history of the Midland Bridge Company must be conducted.

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1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F SUSPENSION FOOT BRIDGE, SWOPE PARK

**Historical/Cultural Context:** In 1907, the Board of Park Commissioners advertised for proposals to construct a suspension bridge in Swope Park. The proposed bridge, when completed, would connect the proposed athletic field with the main entrance of the park. The bridge and field were to be located one and a quarter miles from the main entrance, and before they were both constructed, that area was practically inaccessible because of "rank growth" of weeds and underbrush.

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**Bibliography:**

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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F33 THOMAS H. SWOPE MEMORIAL, SWOPE PARK

**Historical/Cultural Context:** As early as 1904, the Board of Park Commissioners began to explore various schemes for a monument to philanthropist and millionaire Thomas Huntoon Swope. It was Swope who in 1896 deeded 1,354 acres to Kansas City. Although Swope could well afford his own tribute, he felt that he should not have to provide for it using his fortune. In 1913, his sister Margaret explained that "I want him to have one [a memorial] from the people he did so much for. I do hope they will not touch brother Tom's money. It would be humiliating for him to have to buy his own public memorial."

After Swope's death in 1909, he was placed in a receiving vault in Forest Hill Cemetery "pending the resolution" of a suitable memorial site in Swope Park. Understandably, the family was very anxious to resolve the situation.

There were several artists interested in designing the memorial who approached the Board of Park Commissioners. Among those artists who submitted designs were Pompeo Coppini, Johannes Gelert, Evelyn Longman and Carl Herman Werkner. In 1912, Karl Bitter (1875-1915) was selected by the Board to study an appropriate site and to plan a design for the memorial. That same year, Bitter recommended that "a memorial statue to Swope be placed near the entrance to the park...and that Swope's body should be interred at a site more than a mile east of the main entrance gates on one of the highest elevations in the park." He also recommended that a small obelisk should mark the burial site. Bitter's plan, like several earlier proposals, was never implemented.

Three years later, in 1915, a memorial committee was appointed by Mayor Henry Jost to choose an appropriate tribute to Swope and to organize the campaign drive to raise funds. In 1904, \$25,000 had been raised by the Commercial Club of Kansas City, but it is unclear if this money was spent on various plans and designs for the monument that had been submitted over the course of eleven years.

George Kessler, who was at that time an advisor to the Board while residing in St. Louis, submitted a plan to the committee. His design for the Swope Memorial was a highly decorative masonry bridge that was to span the Blue River at Seventy-first Street. The Board did not approve this plan.

In addition to his bridge design, Kessler also devised another plan for Swope's Memorial in 1915. Prepared for John Paxton, an executor of Swope's estate, the plan featured an exedra displaying eleven Doric columns in front of a paved court. An ornamental vase was shown placed below the court and the exedra.

It is not known whether Kessler's plan was presented to the Memorial Committee, but what is evident is that his design "is almost identical to the completed work." It appears that it was Kessler who chose



local architects Wight & Wight as project managers who in 1917, drew up separate plans for the Swope Memorial.

Work on the memorial began in 1917. That year, the mausoleum, including recumbent lions, bronze tablet and medallions, was constructed at the site suggested earlier by Karl Bitter. Charles Keck, former president of the National Sculpture Society, was the artist of the lions and decorative bronze work.

On April 8, 1918, the body of Thomas H. Swope was moved from Forest Hill Cemetery to the memorial where it was placed beneath a stone slab set into the floor of the court in front of the columns.

The second phase of the memorial project commenced in 1922 when Wight & Wight were directed to prepare plans for a fountain and balustrade to be constructed in front of the Swope Memorial. Construction of these features began in 1922 and was completed in 1923.

In 1930, S. Herbert Hare, consulting landscape architect for the Park Board, designed an approach to the monument which included a stone portal and stairs. This project, completed in 1931, was the third and final phase of the Swope Memorial.

#### **Description:**

The Mausoleum: The mausoleum feature of the Swope Memorial consists of a "U"-shaped colonnade consisting of twelve fluted columns. The colonnade measures fifty feet in width, while each column reaches fourteen feet in height. The columns support a wide entablature which is surmounted, at the projecting central bay, by a decorative lantern. The mausoleum is designed in the classical Doric-style and is constructed of granite.

Carved into the frieze above the central bay is the inscription "Lector si monumentum requiris circumspecte" which means "Reader, if you seek his monument, look about you." Also featured at the central bay is a prominent bronze plaque with a bas relief portrait in profile of Swope and a dedicatory inscription. Placed along the architrave are bronze medallions featuring foliage representative of various trees in Swope Park.

The colonnade is approached by dual flights of stairs separated by a grassy terrace. Charles Keck's granite lions rest on either side of the stairs at the mausoleum proper.

Balustrade and Fountain: Located eighty-four feet directly to the west of the mausoleum is a non-continuous balustrade measuring seventy-two feet in length and four feet in height which flanks a fountain and pool. The balustrade, featuring star burst motifs and built-in benches, is placed at the edge of the hill where the memorial is sited.

The six foot high pedestal fountain features a wide saucer supported by a tapered pedestal. The fountain rests in a semi-circular pool

measuring approximately twenty-five feet in diameter.

**Integrity:** The Thomas H. Swope Memorial retains a high degree of integrity in location, design, setting, materials, workmanship, feeling, and association. As designed by Wight and Wight, the memorial is in good condition.

**Significance:** The Thomas H. Swope Memorial is significant in two areas. As an outstanding work of Wight and Wight, it is significant under Criterion C for architectural and/or design values. In addition, the memorial, as a mausoleum, is significant as a grave of an individual who greatly contributed to the development of the Parks and Boulevard System of Kansas City, Missouri.

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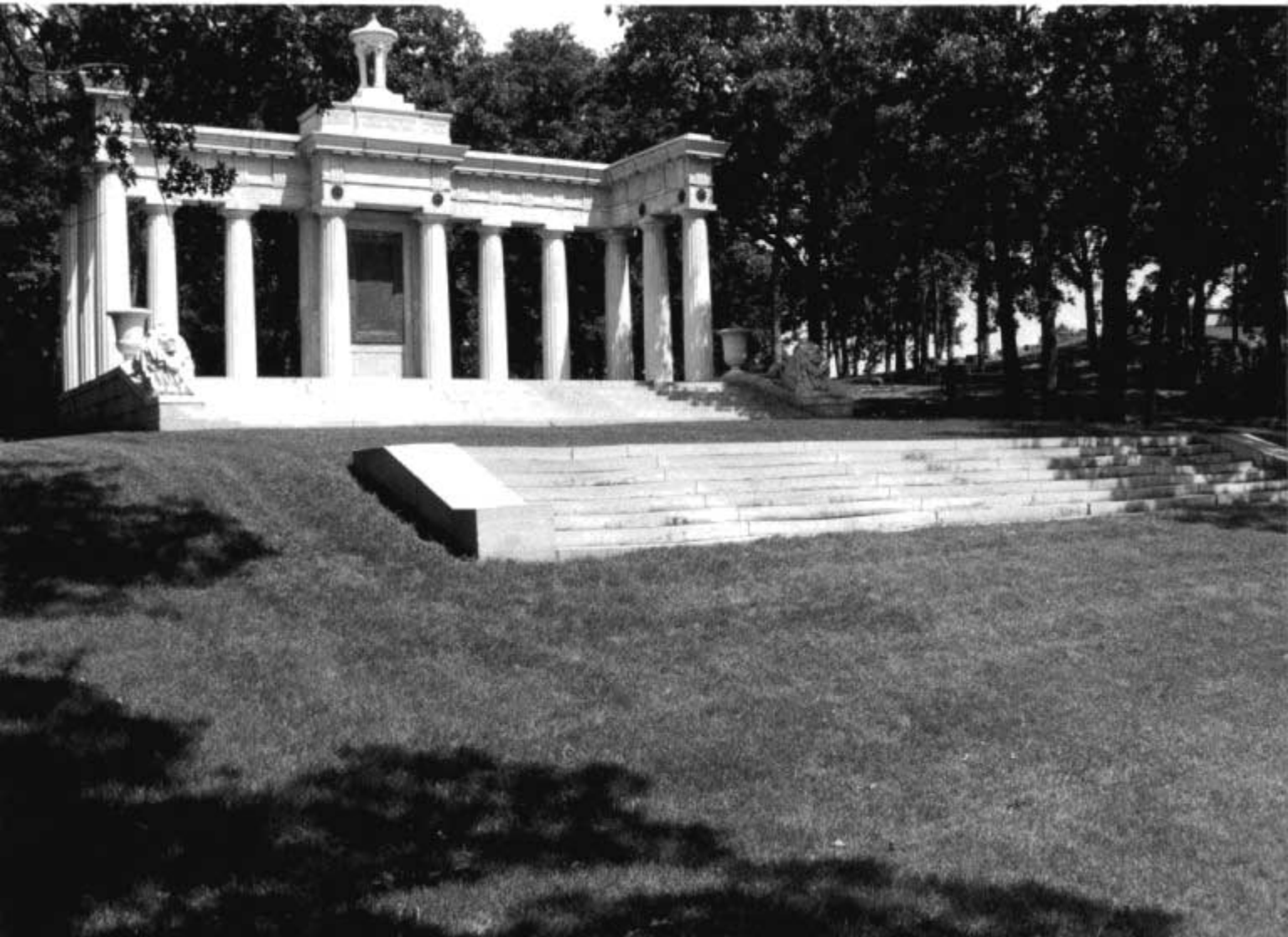
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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
 F35 AMERICAN LEGION MEMORIAL II, SWOPE PARK

**Historical/Cultural Context:** On October 30, 1921, the American Legion held its National Convention in Kansas City, Missouri. As a reminder of that convention, two fountains were dedicated in two different locations within the city. One of these monuments was placed at Ninth and Main Street and was dedicated on November 2, 1921. (See section featuring the American Legion Memorial Fountain which is now located at Budd Park Esplanade). The other memorial was placed east of the main Shelter Building, to the north of the Loose Memorial Flagpole. Both of these fountains were erected by the American Legion from a fund of \$20,000 appropriated by the City Council under the administration of Mayor James Cowgill.

According to two local architectural historians, World War I "became the catalyst for the creation of some of the city's earliest memorials." The dedication of the two American Legion Memorials prompted the idea to place a statue or memorial in the city every year during the 1920s. Although a number of these memorials were implemented during that decade, the "goal of a yearly project was soon abandoned."

The American Legion Memorial II, located in Swope Park, was dedicated on October 31, 1921 to a crowd of 1,500 people. The presentation address was made by Alderman George Harrington and the fountain was accepted in behalf of the American Legion by Lieutenant Harold Furlong.

**Description:** Originally designed as a drinking fountain, the American Legion Memorial II was the work of sculptor Robert Merrell Gage who collaborated with G. B. Franklin, a local architect. (Gage and Franklin also designed the American Legion Memorial I, now located at Budd Park Esplanade). The memorial is constructed of Tennessee marble and measures approximately six feet in height by twelve feet in width. The main feature of the rectangular monument is a bronze relief panel that is placed on the west face. The panel, which "employs varying depths of carving" depicts American soldiers entering a "war ravaged" French village. Across the top of the memorial, the following words are carved:

"Dedicated to Kansas City to  
 American Legion Posts".

A water fountain feature is centered below the bronze panel, flanked between the lower, projecting wings of the monument. The fountain consists of dual spigots which empty into a receptacle basin, decorated with foliage carving.

**Integrity:** The American Legion Memorial II retains a high degree of integrity in location, design, setting, materials, workmanship, feeling and association. The memorial remains in good condition.

**Significance:** The American Legion Memorial II is significant as an

outstanding work of a master, Robert Merrell Gage.

**Bibliography:**

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1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
 F AMERICAN LEGION MEMORIAL II, SWOPE PARK

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**Significance:** The American Legion Memorial II is significant as an outstanding work of a master, Robert Merrell Gage.

**Bibliography:**

Kansas City Star. October 2, 1935.



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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEYS OF PARKS AND BOULEVARDS  
F36 THE LAGOON, SWOPE PARK

**Historical/Cultural Context:** Plans to construct a lagoon in Swope Park began in 1907 according to the Index to the Board of Park Commissioners minutes. The Lagoon, located east of the suspension bridge over the Blue River, was actually graded in 1908 by W. H. White, Kansas City, Missouri. It was dug in the form of an ellipse which surrounds an island. The course of the Lagoon, as originally constructed, was three-quarters of a mile long and 300 feet wide, with an average depth of six feet.

The area that was used to build the Lagoon was a forty-acre meadow. After the Lagoon was graded, a canal ten feet deep by twenty feet wide was built in 1909, which carried surplus water from the Lake of the Woods north one-half mile to the Lagoon. A newspaper account stated that "thirty-four mulescrapers and a force of men excavated the canal." The earth removed while building the canal was used to construct the driveway along the west bank of the Lake of the Woods.

In addition to the canal, a dam, thirty-five feet high and sixty feet long was constructed in 1908 across the mouth of the Lake of the Woods to separate it from the waters of the Blue River. Today it is located beneath Gregory Boulevard at the west end of the lake.

In 1911, a bridge was planned for the Lagoon by nationally-known engineer Ira G. Hedrick. In addition to the bridge, designs for expansive landscaping was also prepared. It appears that neither the bridge nor the landscaping was ever implemented.

Boating on the Lagoon began in 1912, four years after it was excavated. Then in 1922, George E. Kessler, consultant to the Park Board, and W. H. Dunn, superintendent, prepared plans for a bathing beach at the Lagoon along its west bank, where the Boathouse is located today.

The beach opened to the public at 9:30 a.m. June 11, 1922. The beach stretched 640 feet - "an area that was dredged and covered with several carloads of crushed rock, cinders and sand." A tent with 130 dressing rooms and lockers were provided for women, while an open tent was set up for men. A central tent was used to check valuables.

The north bank of the Lagoon was rip-rapped with native stone in 1934. Over two-hundred WPA workers were assigned for the job.

**Description:** The Lagoon is a five acre circular lake, used primarily for fishing. In the middle of the Lagoon is a large wooded island with natural banks and overgrown vegetation. The water's outside perimeter has limestone retaining walls. Large sycamores are ranged along the bank.

Several small paved parking lots surround the Lagoon as well as the nearby Boathouse and Swimming Pool. A large flock of Canadian Geese

have the Lagoon their home.

**Integrity:**

**Significance:**

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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F37 LAKE OF THE WOODS, SWOPE PARK

**Historical/Cultural Context:** Lake of the Woods, before it was constructed, was a "huge natural basin filled with stunted trees and undergrowth", where backwater from the Blue River occasionally flooded a section of the area (up to two feet). In 1908, the basin was enlarged when 25,145 cubic yards of earth were removed, which cleared ten acres. The total area of the lake at that time was fifteen acres and its depth measured thirty-five feet at the deepest point. The reservoir was formed by building a dam across a branch of the Blue River (at the west end of the lake) and by natural drainage from the hillside to the east. When the dam was built, it measured thirty-five feet high by sixty feet wide. A canal, constructed in 1909, connects Lake of the Woods with the Lagoon located to the southwest. In 1990, at the time of the survey, Lake of the Woods was in the process of being drained, dredged and reconstructed.

Plans for the Lake of the Woods Road and a bridge located at the west end of the reservoir over the dam were prepared on May 17, 1909.

**Description:** Lake of the Woods has approximately one acre of surface area. It fronts the roadway on the west (the dam) and north. Adjacent to the roadway are limestone retaining walls, part of which were replaced during the reconstruction. An overlook has been incorporated into the wall along the north side where the new sidewalk has been widened. The lake overflows through a stone arched, bridge-like structure in the northwest corner.

The south and east sides of the lake are heavily wooded with mature oak/hickory woodlands and with riparian vegetation that includes cattails, willow, poplar and sycamore. A large picnic area, located on the north east side of the lake, includes play equipment, round stone picnic tables, and stone cooking grilles.

**Integrity:**

**Significance:**

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1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F LAKE OF THE WOODS, SWOPE PARK

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Plans for the Lake of the Woods Road and a bridge located at the west end of the reservoir over the dam were prepared on May 17, 1909.

**Description:**

**Integrity:**

**Significance:**

**Bibliography:**

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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F38 THE MALL, SWOPE PARK

**Historical/Cultural Context:** A mall is a shaded and broad promenade for the use of pedestrians. In 1914, General Cusil Lechtman, President of the Park Board and George E. Kessler, landscape architect for the Park Board began to design a monumental pedestrian mall in Swope Park. It was believed that the creation of this mall would add an element of classical ornamentation to the natural topography of the park.

One reason for constructing the mall was to provide a strong line of demarcation along the edge of the park. At this time (1914), a large number of hot dog stands and "honky tonks" lined Sixty-seventh Street. The one design of the mall made it clear that these "unsightly" elements were not part of the park property and provided a way to screen them from the view of those inside the park.

Central Park in New York City was the inspiration for the Swope Park Mall. Plans for the mall were first publicized in October, 1915. These plans included a broad landscaped mall one hundred feet wide and three thousand feet long. Two parallel walkways, each twenty feet wide, with shade trees on each side were to extend along the southern edge, running from the sunken gardens behind Shelter House No. 1 (the main Shelter Building) to a point immediately north of Elmwood Avenue. At the termination of the walkways was to be a massive pergola containing carved stone benches of Roman design. The benches were to be used for rest by the "weary strollers." At this junction, the walkways would turn northeast into the park for a short distance and culminate at a peristyle. The peristyle was to consist of a fountain placed on a circular platform ringed with columns.

The original cost estimate for the design was approximately \$25,000. However, the mall project was met with lack of funds. Although the proposal was presented in 1915, it was apparently shelved for several years. In 1919, the project was revived as a result of Prohibition! "What will take the place of saloons?" One Park Board's answer - to improve the parks. Swope Park was especially in need of improvements.

It appears that the only work started on the mall was the grading in 1922. In 1923, there was a proposal to plant three hundred white elms along the perimeter of the mall. It was further proposed to place bronze plaques honoring men of Kansas City who died in World War I on the columns of the peristyle. This proposal was unsuccessful, due again to the lack of funds.

In 1927, a proposal was presented to pave a forty-foot roadway (Mall Drive) running from Shelter House No. 1 to the zoo, paralleling Sixty-seventh Street. Again funds were scarce and the roadway was not paved until 1929. At this time, it was again proposed to plant trees along the south side of the mall in order to shut off the view of the "terpsichorean and gastronomic industries."

**Description:** The Mall begins at Zoo Drive on the east end as a divided roadway with a 50 foot wide median and a double row of mature pin oaks. Picnic Shelter 9 is on the south side. This condition continues until Elmwood at which point it becomes a two-way, undivided street.

Mall Drive continues another half mile west terminating at Swope Interpretive Center. The street is lined with recently planted maples. A large grove of mixed evergreens is located at the western end of Mall Drive.

**Integrity:**

**Significance:**

**Bibliography:**

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Kansas City Star. October 14, 1915.  
April 23, 1919.  
May 14, 1922.  
October 7, 1923.

Kansas City Times. April 29, 1927.  
May 4, 1927.  
March 23, 1927.

Piland, Sherry and Ellen Uggucioni. Fountains of Kansas City: A History and Love Affair. Kansas City: City of Fountains Foundation, 1985.

Plan Nos. 11.125 and 11.121. Files. Office of the Board of Park Commissioners. Kansas City, MO.



1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
 F THE MALL, SWOPE PARK

**Historical/Cultural Context:** A mall is a shaded and broad promenade for the use of pedestrians. In 1914, General Cusil Lechtman, President of the Park Board and George E. Kessler, landscape architect for the Park Board began to design a monumental pedestrian mall in Swope Park. It was believed that the creation of this mall would add an element of classical ornamentation to the natural topography of the park.

One reason for constructing the mall was to provide a strong line of demarcation along the edge of the park. At this time (1914), a large number of hot dog stands and "honky tonks" lined Sixty-seventh Street. The one design of the mall made it clear that these "unsightly" elements were not part of the park property and provided a way to screen them from the view of those inside the park.

Central Park in New York City was the inspiration for the Swope Park Mall. Plans for the mall were first publicized in October, 1915. These plans included a broad landscaped mall 100 feet wide and 3,000 feet long. Two parallel walkways, each 20 feet wide, with shade trees on each side were to extend along the southern edge, running from the sunken gardens behind Shelter House No. 1 (the main Shelter Building) to a point immediately north of Elmwood Avenue. At the termination of the walkways was to be a massive pergola containing carved stone benches of Roman design. The benches were to be used for rest by the "weary strollers". At this junction, the walkways would turn northeast into the park for a short distance and culminate at a peristyle. The peristyle was to consist of a fountain placed on a circular platform ringed with columns.

The original cost estimate for the design was approximately \$25,000. However, the mall project was met with lack of funds. Although the proposal was presented in 1915, it was apparently shelved for several years. In 1919, the project was revived as a result of Prohibition! "What will take the place of saloons?" One Park Board's answer - to improve the parks. Swope Park was especially in need of improvements.

It appears that the only work started on the mall was the grading in 1922. In 1923, there was a proposal to plant 300 white elms along the perimeter of the mall. It was further proposed in World War I to place bronze plaques honoring men of Kansas City who died in battle on the columns of the peristyle. This proposal was unsuccessful, due again to the lack of funds.

In 1927, a proposal was presented to pave a 40-foot roadway (Mall Drive) running from Shelter House No. 1 to the zoo, paralleling 67th Street. Again funds were scarce and the roadway was not paved until 1929. At this time, it was again proposed to plant trees along the south side of the mall in order to shut off the view of the "terpsichorean and gastronomic industries".

**Description:**



**Integrity:**

**Significance:**

**Bibliography:**

Board of Park Commissioners, Index to the Minutes  
Annual Reports  
Plans No. 11.125, 11.121

Sherry Piland and Ellen Ugaccione, Fountains of Kansas City: A History and Love Affair, Kansas City: City of Fountains Foundation, 1985

Kansas City Star, October 14, 1915  
April 23, 1919  
May 14, 1922  
October 7, 1923

Kansas City Journal, October 24, 1915

Kansas City Times, April 29, 1927  
May 4, 1927  
March 23, 1927

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P26 TRABER GARDEN

1. LANDSCAPE NAME

Historic: Lafayette Traber Park  
Common/Current: Traber Garden

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 0.78      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input checked="" type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Traber Garden is classified as a playground by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: NA

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Intersection of Pendleton Street and Woodland Avenue.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Garfield Neighborhood Survey  
Landmarks Commission, Kansas City, MO

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): Attributed to



George E. Kessler, landscape architect

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): Park staff

Client/Community Leader Name(s): Ella A. Traber

Date(s) of Construction: 1913, acquisition; 1914-15, construction

**Historic/Cultural Context:** Lafayette Traber Park, a triangular piece of land at the intersection of Pendleton and Woodland Avenues is actually considered part of Kessler Park. This 0.78 of an acre was deeded to the city in 1912-13 by Ella A. Traber, and placed under the control and management of the Park Board Commissioners. This plot of land was then called Traber Garden in honor of Ella Traber's husband, Lafayette. Before his death, Lafayette Traber had deeded land to the City which, like Traber Garden, became part of Kessler Park.

**Chronology:**

1914: The connection to Traber Garden from Cliff Drive completed.

1915: Grading, paving, sidewalks and curbing completed. In addition, a rose garden was planned and installed in the center of the property.

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**9. EXISTING CONDITIONS**

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input checked="" type="checkbox"/> Fair		<input type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input checked="" type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** Traber Garden is an undeveloped park located in the traffic island of a residential cul-de-sac. At the time of this survey it consists only of an open lawn area.

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**10. INTEGRITY/AUTHENTICITY**

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<input type="checkbox"/> Property Boundary(ies)	<input type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

**Statement of Integrity:** Traber Garden retains only its integrity of location and perhaps, a little of its setting; and has lost its integrity of design, materials and workmanship, and therefore, its feeling and association.

Its original boundaries have not changed since the land was deeded to the city (1912-13). Its situation in an old neighborhood overlooking Cliff Drive and North Terrace Park (now Kessler Park) in an area known as "Pendleton Heights" preserves something of its setting.

But whatever design the garden may have had has disappeared, and with it evidence of original materials and workmanship. All that remains is a grass traffic island. Consequently, there is no recall of the site's past feeling or association.

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## 11. SIGNIFICANCE

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<input type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input type="checkbox"/> Example of Particular Style	<input type="checkbox"/> Example of Particular Type
<input type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies): _____	

**Statement of Significance:** Traber Garden has no significance as landscape architecture or as an example of community planning.

As landscape architecture, the garden appears to have been underdeveloped or have had only minor improvements, of which there is no trace.

As community planning, Traber Garden might have had some significance as a typical "parklet" given for neighborhood enhancement in accordance with the Kessler Plan. But as an example, its significance has been lost along with the those qualities contributing to its integrity.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Reports, 1910, 1914.

Board of Park Commissioners. A Story of the Development of the Parks and Recreation Department Published on the Occasion of its Diamond Jubilee. Kansas City: Parks and Recreation, 1967.

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## 13. FORM PREPARATION

---

Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
Street Address: 30 West 22nd Street  
City/Town: New York State: New York Zip Code: 10010  
Phone: (212) 243-7478 Fax: (212) 243-7592 Date: 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P27 TROOST PARK

1. LANDSCAPE NAME

Historic: Troost Park, Paseo Park  
Common/Current: Troost Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 8.75      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input checked="" type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Troost Park is classified as a neighborhood park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Irregular, Twenty-seventh Street on the north, Vine Street on the east,  
Thirty-first Street on the south and Tracy Avenue on the west.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): Kansas City Cable Railway Company

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): Unknown

Client/Community Leader Name(s): NA

Date(s) of Construction: 1888-89, construction; 1902, acquisition

Historic/Cultural Context: Originally Troost Park was an irregular tract of land located between Twenty-seventh and Thirty-first Streets, Tracy Avenue to Vine Street. It opened in 1888-89 as one of Kansas City's first amusement parks. Begun as a private enterprise, it was the brainchild of the Kansas City Cable Railway Company, the Troost Avenue Line. The purpose for the cable car company in developing the park was to increase streetcar passenger traffic. Patrons of the line had free admission to the park.

Six of the park's acres were owned by the Troost Avenue Streetcar Company and were used to start the park. Twenty five acres were leased from Mrs. Lucy A. Porter and her sons. This tract was the original 1834 Porter farm.

The farm property extended from Twenty-third to Thirty-first Streets, Locust to Vine Streets. In 1886 Mrs. Porter and her sons wished to develop the area as residential property. In order to enhance the sale of the property, a streetcar line was needed. In April 1886, Mrs. Porter sold fifteen acres to the Kansas City Cable Railway Company for \$67,500 with the agreement that a cable car line would be built as far south as Thirty-third Street. The cable car line was built and two years later Troost Park was opened.

A three and one-half acre lake was built by damming a ravine at Twenty-seventh Street between Vine Street and what is now The Paseo. The park had a dance pavilion, providing space for roller skating, theatrical plays, band concerts and dancing; a boathouse, rollercoaster and in 1896 the "Shoot the Chutes" ride.

In 1902 the Park Board acquired Troost Park as part of The Paseo condemnation. After the Park Board acquired Troost Park it was called Paseo Park, although the name never stuck.

#### Chronology:

1906: The main sewer was constructed. Tracy Avenue was paved and cinder walks were laid along the south side of the park. The foundation for the foreman's cottage was built and the water, gas and sewer lines were completed.

1907: The foremen's cottage was moved near the lake and was entirely

remodeled (extinct). The grounds around the cottage were graded and sodded. An iron pipe connection was made to the sewer, and a control valve was constructed allowing water in the lake to be lowered five feet.

- 1910: The playground was completed and plans were prepared for a public bath house and swimming pool.
  - 1914: The lake was well stocked with small bass and croppies by the United States Fish Hatcheries and the Missouri State Fish Commission. Fifty Elm trees which were moved from Gillham Road were installed in the park.
  - 1949: The park is listed for the first time under Kansas City parks as "Troost Park."
  - 1963: A Mormon memorial marker was placed at the south end of the lake near The Paseo and Twenty-seventh Street. The marker consisted of a bronze plaque mounted on polished marble.
  - 1970: A contract was awarded to the Utility Construction Inc. Company for 10,818 square feet of concrete sidewalks.
- Lake is drained and restored and fishing areas constructed.
- 1982: Vandals removed the bronze plaque from the Mormon memorial marker
  - 1983: A total of 174 trees were planted by Colonial Nursery and Platt County Enterprises.

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## 9. EXISTING CONDITIONS

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Condition	<u>    </u> Excellent	Changes	<u>    </u> Unaltered
	<u>  X  </u> Good		<u>  X  </u> Altered
	<u>    </u> Fair		<u>    </u> Added to
	<u>    </u> Deteriorated		<u>  X  </u> Loss or Removal of Features
	<u>    </u> Severely Deteriorated		<u>    </u> Boundaries or Features
			<u>    </u> Encroached Upon

**Existing Conditions:** Troost Park is in two sections, separated by The Paseo which runs through the park. The northern is a fairly steep sided valley containing Troost Lake with The Paseo following the higher elevation on the west side to meet the Twenty-seventh Street Viaduct that crosses the valley and overpasses Vine Street. Troost Lake Drive provides access to this section of the park approaching from the south on The Paseo. This drive, like the one in Spring Valley Park nearby has limestone curbs typical of the period and dry stone retaining walls which follow the drive's curving alignment. A similar wall retains the eastern side of The Paseo.

The southern section of the park has gentler slopes. The Paseo curves through it. The larger western part has an extensive playground, three basketball courts and a picnic area with limestone tables. Four feet

Thus something of the setting of Troost Park in its second reincarnation survives with its small residential properties clustered around the

lake on the higher ground (Mount Hope, Beecher Heights). But the feeling and association of the "gay nineties" has disappeared, except for the picturesque landscape.

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## 11. SIGNIFICANCE

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____ Historic Association with Prominent Person(s)/Group(s)/Event(s)	
____ Historic Significance in Landscape Design/Planning	
____ Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
____ Cultural Significance	____ Important Landmark
____ Important Artistic Statement	____ Unique Regional Expression
____ Use of Unique Materials	____ Example of Fine Craftsmanship
____ Example of Particular Style	____ Example of Particular Type
____ Example of Particular Time	____ Example of Time Sequence
____ Other Verifiable Quality(ies): _____	

Statement of Integrity: Troost Park has only little or some significance in the areas of landscape architecture and community planning, and also in transportation, depending upon one's purview.

In landscape architecture, the park has potential significance as one of Kansas City's earliest amusement parks but the almost total loss of the structures and diversions which originally animated the park has eliminated most of its interest on this score. The park has some importance as a representative neighborhood park of the early 1900s, incorporating recreation needs within a late 19th century picturesque landscape oriented, in part, to its lakeside setting. The tree plantings now at maturity lend the park considerable distinction.

In community planning, Troost has potential significance as a social gathering place for roller skating, dancing, theater and concerts; and then as one of Kessler's "chain of parks" for his principal boulevard, The Paseo. But as an example, its significance has been greatly reduced along with those qualities contributing to its integrity.

In transportation, it derives some interest from its connection to the history of streetcar expansion in Kansas City. The park started as an important destination on the Troost Avenue Line of the Kansas City Cable Railway Company. The Twenty-seventh Street Viaduct, associated with the park's later history and The Paseo, also has some significance in the transportation planning of the park and boulevard system.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Reports, 1906, 1907, 1910, 1914.

Kansas City Star. July 23, 1946.

Kansas City Times. April 18, 1970.

Kelsay, Lillie. Historic and Dedicatory Monuments of Kansas City.  
Kansas City: Boards of Park and Recreation, 1987.



Missouri Valley Room, Kansas City Public Library, Photograph file  
Parks - Troost Park.

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**13. FORM PREPARATION**

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
**Phone:** (212) 243-7478      **Fax:** (212) 243-7592      **Date:** 3/91



1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F39 TROOST LAKE, TROOST PARK, TWENTY-EIGHTH STREET AND THE PASEO

**Historical/Cultural Context:** Troost Park opened in 1888-89 as one of Kansas City's early amusement parks. Shortly after its opening a man-made lake was built by damming a ravine at Twenty-seventh Street between Vine Street and what is now The Paseo. The lake provided for many "fun" water activities. A boathouse was constructed near the lake where one could rent rowboats. The Kansas City Boat Club often held boat races on the lake.

The "Thriller of the 90s" opened on June 15, 1896 at Troost Park Lake. It was called "Shoot-the-chutes" and consisted of an inclined trackway into the lake. One rode flat bottom boats on rollers down the trackway and would "whoosh out with a splash upon the lake."

In 1902, the Park Board acquired Troost Lake along with Troost Park as part of The Paseo condemnation. In 1914 fishing in the lake was allowed all year long, except during spawning season. That same year the lake was stocked with croppies and small bass.

**Description:** This three and one-half acre lake was originally fed by a large spring at the south end. Troost Lake Drive skirts the lake at the south end and follows the contour of the land exiting into Vine Street. A non-original retaining wall runs along the south side of the drive. Another non-original stone retaining wall runs along the east side of The Paseo which is the west side of the Troost Lake property.

**Integrity:** The original design of Troost Lake is gone. All that remains is the body of water.

**Significance:** Troost Lake is not significant due to its loss of integrity.

**Bibliography:**

Board of Park Commissioners. Annual Report, 1914.

Kansas City Star. July 23, 1946.

Kansas City Times. April 18, 1970.

Missouri Valley Room, Kansas City Public Library, Photograph Files - Troost Park.



V393-

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F40 TWENTY-SEVENTH STREET VIADUCT, TROOST PARK

**Historical/Cultural Context:** The Twenty-seventh Street Viaduct runs on Twenty-seventh Street from Flora to Highland Avenues and over Vine Street. The viaduct was designed by Hedrick and Hedrick in 1916 and was constructed at a cost of \$88,500. At the time of its construction, it had the longest concrete span in Kansas City with the exception of the Fifteenth Street Bridge over the Blue River. Upon its completion, the Twenty-seventh Street Viaduct provided a very important and much needed thoroughfare between The Paseo and Spring Valley Park.

**Description:** This seven span concrete viaduct is five-hundred and twenty-four feet long. The center span measures one-hundred and ten feet and consists of spandrels with four arches varying in size with the smallest near the center. The abutments on the west end of this span contain a classical balustrade stairway leading from the top of the viaduct to Vine Street. The stairways, located on each side of the viaduct, meet under the bridge, halfway up the embankment, at a common landing to form one wide stairway. A classical concrete balustrade runs along the top of the viaduct. The original light fixtures located on the pedestals of the balustrade have been replaced with modern light poles.

**Integrity:** The Twenty-seventh Street Viaduct still retains its integrity of design, location, setting, workmanship and materials. The viaduct is, however, in poor condition.

**Significance:** The viaduct is significant as an important connection in the park and boulevard system. Designed by Hedrick and Hedrick, engineers, the Twenty-seventh Street Viaduct may be significant as an expression of a particular phase in the development of Hedrick and Hedrick's career as famous bridge designers. However in order to determine the bridge's significance more research into Hedrick and Hedrick's career must be conducted.

**Bibliography:**

Kansas City Times. December 27, 1916.



1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P28 VAN BRUNT PARK

1. LANDSCAPE NAME

Historic:

Common/Current:

2. LOCATION Refer to Base Map

City/Town: Kansas City  
Area (Acres): 4.95

County: Jackson  
Length (Miles):

State: Missouri

3. OWNER OF PROPERTY If group or government agency, give contact person

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

Street Address: 5605 East 63rd Street

City/Town: Kansas City State: Missouri Zip Code: 64130

Contact Person: Jim Shoemaker (Parks, Recreation and Boulevards)

Phone: (816) 523-5613

4. LANDSCAPE TYPE Check all that apply

☒ City/Town

☐ Urban Landscape

☐ Institution

☒ Park

☐ Public Building

☐ Residence

☐ Farm

☐ Monument Grounds

☐ Settlement

☐ Streetscape

☐ Cemetery

☐ Parkway

☐ Fort

☐ Garden

☐ Rural Landscape

☐ Ceremonial

☐ Enclave

☐ Square/Commons

☐ Zoo/Botanical Garden

☒ Park System

☐ Battleground

☐ Estate

☐ Water Feature

☐ Commemorative

Other: \_\_\_\_\_

Brief Description of Type: Lykins Square is classified as a neighborhood park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS Check and describe as required

If privately held, acquisition status: Not applicable, Board of Parks and Recreation Commissioners ownership.

Preservation Status: \_\_\_\_\_

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:

Seventh Street on the north, Jackson Avenue on the east, Eighth Street on the south, Myrtle Avenue on the west.

Repository of Legal Description, Courthouse/Registry of Deeds: Jackson

County Courthouse

Contact Person: \_\_\_\_\_

Street Address: 415 East 12th Street

State: MO

Zip Code: 64106

City/Town: Kansas City

Phone: (816) 881-3198

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## 7. REPRESENTATION IN OTHER SURVEYS

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\_\_\_\_ National Register

\_\_\_\_ National Landmark

\_\_\_\_ State Designation

\_\_\_\_ Local Designation

\_\_\_\_ Other

Title of Survey and Depository of Records: \_\_\_\_\_

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## 8. CULTURAL/HISTORIC INFORMATION

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Original Landscape Architect/Designer/Planner Name(s): Park staff

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): Park staff

Client/Community Leader Name(s): NA

Date(s) of Construction: 1927

**Historic/Cultural Context:** Located at Van Brunt Boulevard and 17th Street, Van Brunt Park was created in 1927. The Park Board, unanimous in their recommendation, "believed the need of a park and playground was urgent because of the developemnt of the district". It was acquired by part of Van Brunt Boulevard in 1911.

Camp ovens, walks and bridges were constructed and installed by staff engineers in 1927.

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## 9. EXISTING CONDITIONS

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CONDITION    ☐ Excellent

CHANGES

☐ Unaltered

☒ Good

☐ Altered

☐ Fair

☒ Added to

☐ Deteriorated

☐ Loss or Removal of Features

☐ Severely Deteriorated

☐ Boundaries or Features

Encroached Upon

Existing Conditions:

---

## 10. INTEGRITY/AUTHENTICITY    Check and Describe

---

☐ Property Boundary(ies)    ☐ Use

☐ Adjacent Features



<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
Other, explain _____		

STATEMENT OF INTEGRITY: Describe the degree to which the overall historic landscape and its significant features are present today in their historic form. Explain the categories of integrity noted above and any others that apply. \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

#### 11. SIGNIFICANCE    Check reason(s) the landscape is historically important

<input type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input type="checkbox"/> Example of Particular Style	<input type="checkbox"/> Example of Particular Type
<input type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
Other Verifiable Quality(ies) _____	

\_\_\_\_\_

STATEMENT OF SIGNIFICANCE: Explain categories of significance noted above. \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

#### 12. INFORMATION SOURCES    Note sources used; cite address, material type

##### Bibliography:

Kansas City Times, December 3, 1926

#### 13. FORM PREPARATION

Name(s): Walmsley & Company, Inc. (with Theis Sickbert Associates/

Cydneý Millstein/Charles Brasher)

**Street Address:** 584 Broadway

**City/Town:** New York

**State:** New York

**Zip Code:** 10012

**Phone:** (212) 431-6633

**Fax:** (212) 431-6992

**Date:**

1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P28 VAN BRUNT PARK

1. LANDSCAPE NAME

Historic: Van Brunt Park  
Common/Current: Van Brunt Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 4.95      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioner

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Van Brunt Park is classified as a neighborhood park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Sixteenth Street on the north, Hardesty Avenue on the east, Seventeenth Street on the south.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: None known.

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): Park staff

Alteration/Additions Landscape Arch/Planner/Designer Name(s): NA

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): Park staff; WPA (?)

Client/Community Leader Name(s): NA

Date(s) of Construction: 1911, acquisition; 1927, construction

Historic/Cultural Context: Located at Van Brunt Boulevard and Seventeenth Street, Van Brunt Park was created in 1927. The Park Board, unanimous in their recommendation, "believed the need of a park and playground was urgent because of the development of the district." It was acquired as part of Van Brunt Boulevard in 1911.

Camp ovens, walks and bridges were constructed and installed by staff engineers in 1927.

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#### 9. EXISTING CONDITIONS

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Condition	<input type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input checked="" type="checkbox"/> Good		<input type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

Existing Conditions: Van Brunt Park is a pleasant sloping meadow in the broad right-of-way of Van Brunt Boulevard, where it swings diagonally from northwest to southeast between Sixteenth and Seventeenth Streets. Large shade trees line the boulevard or make clumps in the meadow. A small area at the higher southeast side of the park at Hardesty Avenue and Seventeenth Street has a few picnic tables and ovens. But this is a park without facilities: just a well-maintained tree-shaded hillside fine for picnicking in summer and winter tobogganning.

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#### 10. INTEGRITY/AUTHENTICITY

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<input type="checkbox"/> Property Boundary(ies)	<input type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

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Statement of Integrity: Van Brunt Park has retained its integrity of location, some of its setting; and little of its design, materials, workmanship and hence, its feeling and association.

Its property boundaries were established in 1911 when it became part of Van Brunt Boulevard right-of-way, and have not changed.

But little was done in the way of developing it as a park until 1927 or

thereafter, perhaps by park staff or through WPA funding. The design authorship is obscure and there is little reference in the literature. Despite the Park Board's conviction that a park was needed "because of the development of the district", there appears to have been little design: the land was a residual area needed for the boulevard construction. Original materials and workmanship are also lacking. Only trees were planted in connection with the boulevard and these have now attained some size and, with the sloping landform, give the park some distinction and feeling for the past. Its association derives from its position as part of an important north-south boulevard through the eastern districts of the city.

The setting of the park between two educational institutions - the St. Paul School of Theology and Eastern High School - survives to this day.

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## 11. SIGNIFICANCE

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Historic Association with Prominent Person(s)/Group(s)/Event(s)	
Historic Significance in Landscape Design/Planning	
Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
Cultural Significance	Important Landmark
Important Artistic Statement	Unique Regional Expression
Use of Unique Materials	Example of Fine Craftsmanship
Example of Particular Style	Example of Particular Type
Example of Particular Time	Example of Time Sequence
Other Verifiable Quality(ies):	

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**Statement of Significance:** Van Brunt has little significance in the areas of landscape architecture and community planning.

In landscape architecture, the park appears to have been underdeveloped (or only improved in minor ways). Any significance it possesses is as an adjunct to Van Brunt Boulevard.

In community planning, it might have potential significance as a small neighborhood park in accordance with the principles of the Kessler plan and situated on a major eastern boulevard. But as an example, its significance is minor because of the absence of those qualities contributing to its integrity.

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## 12. INFORMATION SOURCES

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### Bibliography:

Kansas City Times. December 3, 1926.

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## 13. FORM PREPARATION

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Name(s): Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)  
Street Address: 30 West 22nd Street  
City/Town: New York State: New York Zip Code: 10010  
Phone: (212) 243-7478 Fax: (212) 243-7592 Date: 3/91



1990 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P29 WASHINGTON SQUARE

1. LANDSCAPE NAME

Historic: Washington Square  
Common/Current: Washington Square

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 4.74      Length (Miles):

3. OWNER OF PROPERTY

Name: Kansas City, MO, Board of Parks and Recreation Commissioners

4. LANDSCAPE TYPE

<input checked="" type="checkbox"/> City/Town	<input type="checkbox"/> Settlement	<input type="checkbox"/> Enclave
<input checked="" type="checkbox"/> Urban Landscape	<input type="checkbox"/> Streetscape	<input type="checkbox"/> Square/Commons
<input type="checkbox"/> Institution	<input type="checkbox"/> Cemetery	<input type="checkbox"/> Zoo/Botanical Garden
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input checked="" type="checkbox"/> Park System
<input type="checkbox"/> Public Building	<input type="checkbox"/> Fort	<input type="checkbox"/> Battleground
<input type="checkbox"/> Residence	<input type="checkbox"/> Garden	<input type="checkbox"/> Estate
<input type="checkbox"/> Farm	<input type="checkbox"/> Rural Landscape	<input type="checkbox"/> Water Feature
<input checked="" type="checkbox"/> Monument Grounds	<input type="checkbox"/> Ceremonial	<input type="checkbox"/> Commemorative
<input type="checkbox"/> Other: _____		

Brief Description of Type: Washington Square is classified as a neighborhood park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: The site is triangular, lying between Grand Avenue on the east, Pershing Road on the south, Main Street on the west. Kansas City Terminal Railroad lies to the north.

7. REPRESENTATION IN OTHER SURVEYS

<input type="checkbox"/> National Register	<input type="checkbox"/> National Landmark
<input type="checkbox"/> State Designation	<input type="checkbox"/> Local Designation
<input checked="" type="checkbox"/> Other: _____	

Title of Survey and Depository of Records: Midtown Survey, Landmarks Commission, Kansas City, MO

8. CULTURAL/HISTORIC INFORMATION

**Original Landscape Architect/Designer/Planner Name(s):** George E. Kessler, landscape architect

**Alteration/Additions Landscape Arch/Planner/Designer Name(s):** J.V. Lewis, field engineer, 1926; Wilbur H. Dunn, superintendent of parks, 1938; Hare and Hare, landscape architects, 1950; John See, architect, 1986

**Gardener/Horticulturalist Name(s):** Unknown

**Builder/Engineer Name(s):** Park Department employees, WPA labor

**Client/Community Leader Name(s):** NA

**Date(s) of Construction:** 1921, acquisition; 1926, 1938, 1950, construction; 1986, renovation

**Historic/Cultural Context:** Washington Square is located on the north side of Pershing Road between Main Street and Grand Avenue. In 1921 this area was acquired by the Park Board as part of the condemnation of Pershing Road. An equestrian statue of George Washington during his "Valley Forge" days was placed in the square in 1925. The statue is a replica of the first important work by the famed New York sculptor, Henry Merwin Shrady.

In 1926 the Twenty-third Street diversion between Twenty-third Street just off Grand Avenue and Pershing Road was closed. The old pavement was removed and the triangular lot formed by the closure was added to Washington Square. Wilbur H. Dunn, superintendent of parks, supervised this first improvement to the square.

Washington Square as well as Pershing Road were included in the improvement plans of the park system in the City's Ten-Year Plan. In 1938 Park Department employees and WPA laborers participated in a beautification program of the square. The program included the planting of trees and shrubbery, including over 200 elms and sycamore trees.

A Master Plan for redeveloping Washington Square was approved by the Park Board in 1986. The improvements included new paving, pathways, decorative lamps posts and benches and the relocation of the statue to the southeast corner of the square.

#### **Chronology:**

- 1926: A triangular lot was added to the park with the closure of Twenty-third Street.
- 1938: Improvements to the square including trees and shrubbery.
- 1950: Hare and Hare worked on another beautification plan for the square.



1984-

1985: Additional trees were added to the square from Colonial Nursery and Rosehill Nursery.

1986: A Master Plan for the renovation of Washington Square was approved by the Park Board. In addition Steven Tatti, New York, Conservator of Bronze Art repaired and cleaned the statue.

1987: A concrete slab was installed for the base of the statue, the work being done by Pool and Canfield.

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## 9. EXISTING CONDITIONS

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Condition	<input checked="" type="checkbox"/> Excellent	Changes	<input type="checkbox"/> Unaltered
	<input type="checkbox"/> Good		<input checked="" type="checkbox"/> Altered
	<input type="checkbox"/> Fair		<input checked="" type="checkbox"/> Added to
	<input type="checkbox"/> Deteriorated		<input checked="" type="checkbox"/> Loss or Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**Existing Conditions:** Washington Square is a level area of just under 5 acres on the north side of Pershing Road. Both it and the road have been the subject of a master plan (1986). The renovation of the park included new walkways of concrete pavers throughout the park and along its perimeter, new benches and lighting in a reproduction period style.

The statue of George Washington was relocated to the southeast corner of the park, and placed on a new cut stone pedestal, visible from both streets. Flower beds have been introduced. Along the northwest boundary of the park, next to the railroad, is an old cast stone balustrade with a new concrete sidewalk.

A few large shade trees have been incorporated into the new park. The rest is lawn with a large number of new tree plantings for shade and background.

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## 10. INTEGRITY/AUTHENTICITY

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<input checked="" type="checkbox"/> Property Boundary(ies)	<input type="checkbox"/> Use	<input type="checkbox"/> Adjacent Features
<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Spatial Relationships
<input type="checkbox"/> Topography/Grading	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Scenic Quality
<input type="checkbox"/> Architectural Features	<input type="checkbox"/> Circulation	<input type="checkbox"/> Site Furnishings
<input type="checkbox"/> Other Specific Attribute(s): _____		

**Statement of Integrity:** Washington Square retains only its integrity of location; it has lost its integrity of setting, design, materials and workmanship and therefore, its feeling and association.

Its **property boundaries** were established when it was acquired as part of the Pershing Road condemnation (1921) and later extended with the closing of the Twenty-third Street bypass (1926).

The **design** is related to Kessler, but several steps, removed by reason

of his plan to connect West Pennway and Gillham Road, Union Station and Penn Valley Park through Pershing Road. But its realization after his death through several beautification efforts (Lewis 1926, Dunn 1938, Hare and Hare, 1950) shows little or no Kessler influence. Finally as part of the redevelopment of the Crown Center/Union Station area, immediately south of the Central Business District, Washington Square was entirely redesigned with little or no historic reference. The statue (already a second copy) was moved to its present location, and a few trees were preserved from an earlier time. Apart from this and the cast stone balustrade along the railroad, the park is a contemporary urban landscape using today's materials and workmanship, the only concession to the past being the period reproduction site furnishings.

All that remains of the setting of Washington Square is nearby Union Station (the park was once described as "Union Station's side-yard"). With the future of the station unclear and the whole area undergoing changes, it is not altogether surprising that the park's feeling of the past or its historic association has been lost.

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## 11. SIGNIFICANCE

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<input type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s)	
<input type="checkbox"/> Historic Significance in Landscape Design/Planning	
<input type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)	
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Unique Regional Expression
<input type="checkbox"/> Use of Unique Materials	<input type="checkbox"/> Example of Fine Craftsmanship
<input type="checkbox"/> Example of Particular Style	<input type="checkbox"/> Example of Particular Type
<input type="checkbox"/> Example of Particular Time	<input type="checkbox"/> Example of Time Sequence
<input type="checkbox"/> Other Verifiable Quality(ies):	

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Statement of Significance: Washington Square has no historic significance as landscape architecture, or in the area of community planning.

In landscape architecture, the park has been so altered that nothing survives of the original designed landscape.

In community planning, it has potential significance as a civic space in an area of major public buildings, astride an important Kessler crosstown boulevard. But that significance has been lost along with those qualities contributing to its integrity.

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## 12. INFORMATION SOURCES

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### Bibliography:

Board of Park Commissioners. Annual Report, 1941-42.  
Index to Minutes.  
Plan Nos. 11.193, 11.203, 11.279.

Kansas City Journal Post. March 21, 1926.

Kansas City Star. July 3, 1925.

Kansas City Times. July 1, 1938.

Smith, Erle. Cowtown 1890 Becomes City Beautiful 1962. Kansas City:  
Board of Park Commissioners, 1962.

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**13. FORM PREPARATION**

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical Research, Theis Doolittle Associates, Inc.)

**Street Address:** 30 West 22nd Street

**City/Town:** New York

**State:** New York

**Zip Code:** 10010

**Phone:** (212) 243-7478

**Fax:** (212) 243-7592

**Date:** 3/91





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
 F41 GEORGE WASHINGTON MEMORIAL, WASHINGTON SQUARE

**Historical/Cultural Context:** The five and one-half ton bronze replica of the equestrian statue of George Washington in Washington Square was designed by the New York Sculptor, Henry Merwin Shrady and cast by the Roman Bronze Works, Brooklyn. The original Shrady sculpture is located at the Brooklyn approach to the Williamsburg Bridge in New York City.

The pedestal for the statue was designed by the Kansas City architects Wight & Wight and placed in Washington Square in 1925 by J. A. Mayor, stone setting contractor.

The Patriots' and Pioneers' Foundation were the sponsors for this heroic memorial. Funding was made possible through the contributions of some 109,000 citizens on tag day, April 30, 1924. The actual cast of the bronze statue was \$17,500 with the cost of the pedestal equaling that of the statue. The entire project cost \$35,000. The statue was dedicated on Armistice Day, November 11, 1925.

Steven Tatti, Conservator of Bronze Art, cleaned and repaired the statue in 1986 at a cost of \$21,000. In 1987, the statue was moved to its present location by the Pool & Canfield Company.

**Description:** The bronze statue of George Washington measures sixteen feet seven inches high. The sculptor has depicted the figure of George Washington in the winter of Valley Forge. Both the rider and the horse are in repose.

The Minnesota granite pedestal measures thirteen feet high, twenty-one feet long and fourteen feet wide. Running along the top of the die stone on the front of the pedestal are thirteen bronze stars, representing the original thirteen colonies. Also on the front of the pedestal is an inscription of raised bronze letters reading:

"One hundred and nine thousand citizens  
 gave this statue to their city  
 Dedicated Armistice Day 1925  
 Rededicated Armistice Day 1932."

This marks the two hundredth anniversary year  
 of the birth of George Washington.

On the east face of the die stone are raised bronze letters reading "Washington" and on the west face are letters reading "Valley Forge." Running along the top of the base is an incised acanthus leaf motif.

**Integrity:** The George Washington Memorial retains its integrity of design, workmanship and materials. However, it has lost its integrity of location and setting. The statue was cleaned and repaired in 1987 and is in excellent condition.

**Significance:** The George Washington Memorial is not significant due to the fact that it is only a replica and not an original design.

Furthermore, the memorial has lost part of its integrity having been moved from its original site.

**Bibliography:**

Board of Park Commissioners. Index to Minutes.

Kansas City Star. July 3, 1925.  
October 26, 1925.  
October 30, 1925.  
December 6, 1925.

Kansas City Times. November 11, 1925.  
October 26, 1925.

Kelsey, Lillie. Historic and Dedicatory Monuments of Kansas City.  
Kansas City, Board of Park Commissioners, 1987.

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23. Ph.

25. Sp. Fr.

Future Fountain

25.5 p. Fr.

3-41-45b.

WASHINGTON SQUARE

WASHINGTON SQUARE





VALLEY FORGE

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ONE HUNDRED AND NINE  
THOUSAND SOLDIERS OF  
THE ARMY OF THE ALLEGHENY  
DEDICATED  
MARCH 2ND 1934  
REDEDICATED  
MARCH 2ND 1972  
THE TWO HUNDREDTH  
ANNIVERSARY YEAR OF THE  
BIRTH OF GEORGE WASHINGTON