NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

historic name St. Joseph Park and Parkway System
other names/site number N/A

2. Location

street & number Krug, Corby, Athletic Field, Bartlett, South, King Hill, Hyde Parks; Fairview; NE, NW, Corby, SW, & A Pkwys; Noyes Blvd

[N/A]not for publication city or town St. Joseph [N/A] vicinity

state Missouri code MO county Buchanan code 021 zip codes 64501, 64503, 64504, 64505, 64506, 64507

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [x] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [x] meets [ ] does not meet the National Register criteria. I recommend that this property be considered significant [ ] nationally [ ] statewide [x] locally.
(See continuation sheet for additional comments [ ].)

Claire L. Blackwell 22 Nov. 94

Signature of certifying official/Title Claire F. Blackwell, Deputy SHPO Date

Department of Natural Resources and State Historic Preservation Officer
State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria.
(See continuation sheet for additional comments [ ].)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is: Signature of the Keeper Date

[ ] entered in the National Register
See continuation sheet [ ].
[ ] determined eligible for the National Register
See continuation sheet [ ].
[ ] determined not eligible for the National Register.
[ ] removed from the National Register
[ ] other, explain
See continuation sheet [ ].

5. Classification

Ownership of Property

- ☐ private
- ☒ public-local
- ☐ public-State
- ☐ public-Federal
- ☐ object

Category of Property

- ☐ building(s)
- ☒ district
- ☐ site
- ☐ structure

Number of Resources within Property

Contributing	Noncontributing	
2	15	buildings
9	0	sites
24	15	structures
0	0	objects
35	30	Total

Name of related multiple property listing.
Historic Resources of
St. Joseph, Buchanan
County, Missouri

Number of contributing resources previously listed in the National Register.
1

6. Function or Use

Historic Function

RECREATION/outdoor recreation
RECREATION/sports facility
TRANSPORTATION/road-related
LANDSCAPE/park
LANDSCAPE/forest

Current Functions

RECREATION/outdoor recreation
RECREATION/sports facility
TRANSPORTATION/road-related
LANDSCAPE/park
LANDSCAPE/forest

7. Description

Architectural Classification

LATE 19TH AND EARLY 20TH CENTURY
REVIVALS/Italian Renaissance

Materials

foundation STONE/limestone
walls BRICK
roof CERAMIC TILE
other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

8.Statement of Significance

Applicable National Register Criteria

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

COMMUNITY PLANNING AND DEVELOPMENT
LANDSCAPE ARCHITECTURE
ARCHITECTURE
ENGINEERING

Periods of Significance

1912-1943

Significant Dates

N/A

Significant Person(s)

N/A

Cultural Affiliation

N/A

Architect/Builder

ROBINSON, CHARLES MULFORD
KESSLER, GEORGE
BURNAP, GEORGE
SEITZ, WILLIAM

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.) Section 8 starts on page 26

9. Major Bibliographic References

Bibliography

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey #_____
- ☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State Agency
- ☐ Federal Agency
- ☒ Local Government
- ☐ University
- ☐ Other:

Name of repository: St. Joseph City Hall; St. Joseph Parks Department

Section 9 starts on Page 44

10. Geographical Data

Acreage of Property 983

UTM References

	Zone	Easting	Northing		Zone	Easting	Northing
A.	15	341405	4407300	B.	15	344410	4406500
C.	15	343750	4405620	D.	15	344620	4401280

☒ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.) See page 46.

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.) See page 46.

11. Form Prepared By

name/title Deon K. Wolfenbarger, Preservation Consultant
organization Three Gables Preservation date April 8, 1994
street & number 9550 N.E. Cookingham Drive telephone 816/792-1275
city or town Kansas City state MO zip code 64157

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets
Maps
A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources.
Photographs
Representative **black and white photographs** of the property. See page 47.
Additional Items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)
name
street & number telephone
city or town state zip code

SUMMARY

The St. Joseph Park and Parkway System historic district is located within the city limits of St. Joseph, Buchanan County, Missouri. The nominated district contains nearly 600 acres in park land, with additional land covered by the parkways giving the district a total of 983 acres. There are over eleven and a half miles of parkways and boulevards, and approximately three additional miles of drives within the parks themselves. It is primarily a linear system, extending from Krug Park at the northernmost boundary of the city (south of Cook Road) to Hyde Park at nearly the southernmost boundary (near Joseph E. Galvin Road). The historic district lies between King Hill Avenue and 2nd Street Road on the west, and 36th Street on the east. The overall design of the park system is generally reflective of the American Romantic movement in landscape architecture, although the Italian Renaissance style is found in a portion of Krug Park. The numerous outdoor recreation areas are typically functional in their plans. Section F of amendment #2 to the multiple property submission "Historic Resources of St. Joseph, Buchanan County, Missouri" (herein referred to as *MPS "Historic Resources of St. Joseph"*) defines two property types within the park system—parks and park system drives. There are seven parks within the historic district (Krug Park, Corby Grove, Noyes Athletic Field, Bartlett Park, Commercial Park [now called "South Park"], King Hill Overlook, and Hyde Park) and seven park system drives (Northwest Parkway, Northeast Parkway, Corby Grove Parkway/Maple Leaf, Noyes Boulevard, Parkway A, King Hill Drive, and Southwest Parkway). In addition, the park system contains a historic municipal golf course that is not defined as a property type.[1] Within the entire historic park system district, there are nine contributing sites, twenty-three contributing structures, and two contributing buildings, for a total of thirty-four contributing resources. There are fourteen non-contributing structures and thirteen non-contributing buildings, for a total of twenty-seven non-contributing resources. Each park is counted as a site, and each parkway as a structure, with both types of resources contributing to the overall significance of the interrelated designed park system. Within the individual parks and parkways, some additional resources are counted, but only those that are substantial in size and scale, as required in NPS Bulletin 16A. Smaller designed or natural features, such as stone walls, pathways, or groupings of trees, are not counted separately from the site (park) or structure (parkway). This does not reflect on their significance as designed or natural elements of each park or parkway, but only on their smaller size or scale, especially when viewed from within the much larger park system. The count for each park and parkway is summarized in the descriptions that follow. A previously listed site--King's Hill Archaeological Site (NRHP 1969)--is located within the boundaries of King Hill Overlook.

[1] As noted in Bulletin 16B, unique or rare resources do not require property type analysis as the information can appear on the registration form. Fairview Golf Course is the only municipal golf course in the City of St. Joseph and/or within the park system.

ELABORATION

The St. Joseph Park and Parkway System

The St. Joseph Park and Parkway System is a connected group of parks and park system drives, running generally north/south from Krug Park on the north to Hyde Park on the south. The entire city-wide park system of St. Joseph includes additional parks and plazas, but this historic district contains only those resources connected to this linear system, which runs between approximately 2nd Street Road on the west and 36th Street on the east (see Figure 1). The nominated resources are all connected, and as a whole, operate as a circulation system (albeit more recreational rather than purely functional). They not only share this physical connection, but also share associative historic characteristics discussed in Section 8.

There are seven examples of the "parks" property type, as defined in the amendment #2 to the *MPS "Historic Resources of St. Joseph,"* which range in size from 13 acres to 162 acres. Most of the open ground within the parks is "naturalistic" in appearance, and contains numerous stands of mature trees flanking grassy areas. The remainder of the parks have several outdoor recreation areas. In addition, Krug Park has resources which combine the formality of Italian Renaissance villa design with the pastoral allusions of the American Romantic movement.

The seven examples of the "park system drives" property type range in length from .25 mile to almost 5 miles in length. Most of these are parkways, and thus contain park land acreage in addition to that covered by the roadway itself. The parkways are curving, and traverse a variety of topographical changes in the approximately eight miles parkway system length from the northernmost Krug Park to Hyde Park on the south. Noyes Boulevard, however, is a formal boulevard which has just a slightly wider than normal right-of-way, when compared to other city streets. Maple Leaf Boulevard, the western end of Corby Parkway, is also formal, but contains additional land on the west between the road itself and the railroad right-of-way. King Hill Drive is a straight road as well, and serves as the entrance to King Hill Overlook off of Southwest Parkway.

The following list of contributing and non-contributing resources is categorized by sites, structures, and buildings. If the resource is a property type (i.e., a park or park system drive as defined in the *MPS "Historic Resources of St. Joseph"*), it is capitalized, and the resource type appears after the name. Also included is the date of acquisition and/or major construction (with the realization that minor alterations have occurred over the years). If the resource is not one of the defined property types, but is instead a feature located within a park or parkway, that is so noted.

Contributing Sites

KRUG PARK. Park. 1902; 1919-37.
CORBY GROVE. Park. 1924.
Corby Grove Pond (at Corby Grove). n.d.
NOYES ATHLETIC FIELD. Park. 1923-1933.
BARTLETT PARK. Park. 1908; 1921.
FAIRVIEW GOLF COURSE. 1922-1924. 1958.
COMMERCIAL PARK. Park. 1921. 1937.
KING HILL OVERLOOK. Park. 1927-28. 1935.
HYDE PARK. Park. 1915. 1921-43. 1950.

Contributing Structures

NORTHWEST PARKWAY. Park system drive. 1921. 1926-27.
Lover's Lane Bridge (at Northwest Parkway). 1926-27.
Woodburn Road Bridge (at Northwest Parkway). 1926-27.
NORTHEAST PARKWAY. Park system drive. 1921. 1926-27.
CORBY PARKWAY/MAPLE LEAF BOULEVARD. Park system drive. 1921. 1924. 1926-27.
22nd Street Bridge (at Corby Parkway). 1926-27.
18th Street/Lover's Lane Bridge (at Corby Parkway). 1926-27.
13th Street Bridge (at Corby Parkway). 1926-27.
11th Street Bridge (at Corby Parkway). 1926-27.
NOYES BOULEVARD. Park system drive. 1912. 1914. 1921.
PARKWAY A. Park system drive. 1912-1914. 1923.
SOUTHWEST PARKWAY. Park system drive. 1921. 1926-27.
Bridge (connecting Walnut Street to Southwest Parkway). 1926-27.**Bridge (culvert, at extension of Plattsburg Road).** 1926-1927.
Phil Welch Stadium (at Southwest Parkway). 1937-38.
KING HILL DRIVE. Park system drive. 1921. 1927-31.
2nd Street Bridge (at King Hill Drive.) 1928.
Krug Park Drive (at Krug Park). 1928.
Children's Circus (at Krug Park). 1921-22.
Krug Park Lagoon (at Krug Park). 1928.
Krug Park Amphitheater [bowl] (at Krug Park). 1926.
Krug Park Tunnel (at Krug Park). 1928.
Stadium & track (at Noyes Athletic Field). 1930-38.
Hyde Park Drive (at Hyde Park). ca. 1925-28.

Contributing Buildings

The Refectory (at Krug Park). 1922.
Tennis Building (at Noyes Athletic Field). ca. 1935.

Non-contributing Structures
7 Picnic Shelters (2 at Krug Park, 1 at Barlett Park, and 4 at Hyde Park).
2 Swimming Pools (1 at Noyes Athletic Field, 1 at Hyde Park).
Great Western Railway Bridge (at Northwest Parkway).
Gene Field Road Bridge (at Northeast Parkway).
Highway 36 Bridge (at Southwest Parkway).
Burlington Northern Railway Bridge (at Southwest Parkway).
Interstate 229 Bridge (at Southwest Parkway).
Suspension bridge (at Hyde Park).

Non-contributing Buildings
Krug Park Amphitheater Building (at Krug Park).
Horse barn (at Krug Park)
4 Restroom facilities (1 at Krug Park, 1 at Bartlett Park, 1 at Commercial Park, and 1 at Hyde Park).
3 Concession buildings (1 at Commercial Park, 1 at Bartlett Park, and 1 at Hyde Park).
2 Swimming Pool Bathhouses (1 at Noyes Athletic Field, 1 at Hyde Park).
Field House (at Noyes Athletic Field).
Fairview Clubhouse (at Fairview Golf Course).
Bode Ice Arena (at Southwest Parkway).
Maintenance building (at Hyde Park).

Several of the individual sites (the parks) and structures (park system drives) may be individually eligible for listing on the National Register of Historic Places in the area of Landscape Architecture. However, the "tout ensemble"—the St. Joseph Park and Parkway System—has additional significance in the area of community development and planning, and it is for this reason that the entire linear system is nominated as a district comprised of contributing resources. However, the resources in the system are generally experienced "one at a time," and are therefore described in further detail below, in the order one would view them if traversing the system from north to south.

Krug Park

Krug Park is the northernmost park in the St. Joseph park system, and is an example of a "park" resource type as defined in the *MPS "Historic Resources of St. Joseph."* It is located in the northwest corner of the 1993 city limits. Although few streets serve as actual boundaries, it is generally located west of 2nd Street Road, south of Cook Road (if extended to the west), east of St. Joseph Avenue, and north of Roosevelt Avenue. The irregularly bounded 161.8 acre park is comprised of various sections, which are the result of land acquisitions over several years. The greatest number of designed features are in the southeast quarter, which are also the earliest sections donated as park land. The majority of acreage in Krug Park, however, is still in a

natural state, and is contained in the 100 acre section donated by Henry Krug Jr. in 1936. Dense native vegetation stands and steep topography are the primary attributes of this section, which lies northwest of the developed section of the park. The entire park, in fact, is noted for its varying topography.

The main vehicular entrance to the park is on Krug Drive from St. Joseph Avenue on the east. Krug Drive here is a short, east/west boulevard lined with maples which leads from St. Joseph Avenue through a historic residential neighborhood to the eastern boundary of park itself. Once inside the park boundaries, Krug Drive leads into a circular entrance which directs traffic one-way to the right (north). The drive remains one-way throughout the entire park as it curves around the southwest quarter of the park and returns to the point of beginning at the circular entrance. In this developed section of the park, mature deciduous and evergreen groups of trees surround grassy open spaces. A number of sugar maples line Krug Drive, providing for a spectacular fall color display.

Immediately west of the circular entrance is the lagoon, an irregularly-bounded, shallow water feature. At the eastern end of the lagoon, a semi-circular stone wall with metal railing lines the parking at the circular entrance to the park. The remainder of the lagoon is edged with native limestone carefully arranged in a seemingly naturalistic manner. The lagoon covers approximately 3.5 acres, and has a maximum depth of around 4.5 feet. Ducks and fish are fed by the public in the warm weather months, and it is used for ice skating in the winter. A paddleboat dock is at the western edge of the lagoon, and in wet weather, water falls from a limestone "cliff" at the northernmost tip.

Krug Drive is a curving, one-way drive which leads from the circular entrance through the oldest, developed portion of the park—that section which was under control of the park board by 1928. Most of the historic features of the park are visible from this roadway. As it curves around the northern tip of the lagoon, it turns back south and then west to border the formal rose garden and Krug Bowl. The formal garden is directly west of the dock end of the lagoon, and is in a valley bounded by Krug Drive on both the north and south. In 1990, a circular wooden gazebo and four wooden pergola structures, all painted white, were added to the formal garden. South of the garden is an asphalt path leading from Krug Bowl to the southern edge of the lagoon. The southern edge of the path has a stone retaining wall.

The Krug Bowl is directly west of the formal garden in a partly man-made depression which rises to the west, north, and south. Krug Drive encircles the entire bowl area (see Krug Park map), serving as a boundary for three-quarters of its circumference. At the westernmost edge, the ground slopes down approximately twenty feet from Krug drive in a semi-circular pattern to a level area about fifty feet wide. At the eastern edge of this level area is a stone retaining wall with clipped yew hedges in front. The ground again slopes down another thirty feet in elevation

to the seating area. This portion of the amphitheater/bowl has a concrete pad with plastic molded seating on metal poles. Pedestrian paths lead from the north and south sides of the amphitheater/seating area west to Krug Drive. East of the seating is the stage, which is concrete with a semi-circular stone retaining wall. Tall wood panels flank either side of the stage. To the rear (east) of the stage is a modernistic, geometric concrete building topped with two metal poles. A concrete balcony with metal railing overlooking the garden area and lagoon is east of the Krug Bowl building. The elevation of the ground drops on the eastern side of the building, revealing the basement level which contains several doors leading to rooms below the stage. Steps lead around from each side of the stage to this lower area. North of the building, a stand of mature pine trees shades the stage area on the ground which rises to Krug Drive.

A large parking lot is located off of Krug Drive just west of the Krug Bowl amphitheater, with grassed medians dividing the lot. An extension of the drive leads west of this lot, following a ridge which provides a lookout over much of the surrounding landscape to the west towards the Missouri River. A circular turn-around and parking area here is the highest elevation in the park. Also west of the parking lot are two small connected wooden buildings which provide the starting point for the horse trails. A small storage shed with extended shed roof has rough log siding, and another open shed supported by poles provides the waiting area for horse and rider. The trail leads west from these structures down to lower elevations. To the southeast of the horseback riding area is another lot bounded by tall, chain link fencing for animals. Both the horseback riding area and animal enclosure area are marked by steep topography and mature deciduous trees.

After Krug Drive circles around the amphitheater area of Krug Bowl, it heads to the south and encircles a ridge in the southernmost section of the park. A picnic area is located on this high ground, which is fairly level and shaded with large oak trees. The picnic area has several picnic tables, ovens, playground equipment, restroom facilities, and two picnic shelters, all non-historic. The picnic shelters are rectangular with hip roofs supported by simple square posts with angled supports. Historic appearing light standards (uncertain construction date) have metal fluted bases, slender round columns, crook necks, and ornamental globes. Most of the other light standards along Krug Drive are non-historic.

In the southwest corner of Krug Park, there is another vehicular entrance, featuring stone columns and iron fencing forming a gate, which is typically closed. Just after this former entrance, Krug Drive turns back to the northeast, going under an arched tunnel of coursed rubble construction, before finally heading east and south to circle around the Refectory (described below). Attached to the Refectory on the north is a tall, curving, random ashlar stone retaining wall, which is topped with an iron fence. Krug Drive heads south under the Refectory itself under another stone tunnel to a small parking area south of the building. Southwest of the

Refectory is the Children's Circus, a semi-circular, outdoor recreation area bounded on the east with a pergola.

A historic pedestrian entrance and a non-historic parking lot are located at the southeastern edge of the park. Here the park boundary is defined by both historic cast iron fencing and random ashlar, quarry-faced limestone walls along Clark Street. The pedestrian entrance features quarry-faced limestone slabs, which form steps leading up to a concrete pad backed by a low stone wall on the west. The wall has low square stone pillars on both ends and a stone plaque with the words "Krug Park." From this entry, pedestrian walks lead both to the southwest towards the Children's Circus, or northwest to the lagoon on a concrete path under an arched stone bridge. The path to the southwest has been largely covered by grass, although some stone steps still remain. This southeast corner of Krug Park contains very large, old deciduous and evergreen tree specimens. Along with the historic cast iron fencing, these are probably the only remnants from the park's Victorian era. The asphalt parking lot off of Clark Street has two small interior grass areas with concrete edging, but is terminated on the west with a low limestone wall. The elevation of the parking lot is much lower than the area immediately to the west. This depression, coupled with plant materials along the drive, renders the parking lot nearly invisible from the rest of the park.

The Refectory, a contributing building, is currently referred to as "The Castle" (not to be confused with an earlier entry gate structure from Krug Park's Victorian era, which was also called the "Castle"). The Refectory retains a high degree of integrity in location, setting, materials, workmanship, feeling and association. Although the construction was never completed and some aspects of the design never carried out, it nonetheless retains a good degree of integrity in design. It is a two-story red brick structure of Italian Renaissance design, prominently sited against an east facing slope on a large stone foundation. At first glance, the building appears to be symmetrical, although the south and north elevations differ as they adapt to the great variance in topography. It has a basic "T"-shaped plan, modified by one-story pavilions on the north, south, and east ends. The central portion of the building has a low-pitched hip roof of green tiles. The widely overhanging boxed eaves have square modillions underneath on a wide cornice band. There are cross gable roofs on the west end of the structure, forming the "T." The east pavilion has a flat roof, with short brick piers projecting above the roof line above each column. An iron rail balustrade is between the brick piers. The south and north pavilions are open (no roofs).

The pavilions on south and north elevation are rectangular in plan, while the larger east end pavilion is five sided with angled corners. The north and south pavilions are identical and are five bays wide and one bay deep. The central three bays are demarcated by round columns with Doric capitals supporting a flat stone architrave, while each end bay has a semi-circular arched

lintel with a double row of brick voussoirs. There are metal steps on the south pavilion to the east.

The east pavilion is much larger, and is five bays across the east elevation, and one bay each on the north and south (not including the angled corners). The north and south bays are flanked by two square, engaged columns with Ionic capitals. The angled corners are slightly narrower, and are marked by the wide brick corners of the pavilion. The three eastern bays have round Ionic columns. All bays have semi-circular arches with double rows of brick voussoirs, forming an arcade. The flooring of the east pavilion is asphalt. In the interior of the pavilion are plain square concrete support columns, arranged in a square. The original design called for the aviary to have been placed within these four columns. Tall iron railing serves as the balustrade between the arched openings on the east pavilion; a lower railing is on the north and south pavilions.

The foundation and basement portion of the Refectory is constructed of random work, quarry faced stone. The structure is set into an east-facing slope, thus exposing the foundation/basement level on the east and south end. A tunnel containing Krug Drive runs underneath the east end of the central portion of the building. The keystone in the tunnel's south arch has the date "1922." Above the basement-level stone tunnel is another "pass-through" on the first level. It has segmental arched openings on both the north and south ends, and glazed tiles on the walls. Doors and openings in this hall were originally planned to lead to a kitchen for a restaurant, and a stairway to the downstairs foyer. The hall was to have been the main access to the restaurant. On the south elevation, first floor of the building are three metal doors. One leads to the women's restroom, and one to the stairway up to the Parks Department offices. The men's restroom is located on the south retaining wall.

The rectangular windows are currently dark glass with aluminum frames and metal bars. A round molded stone course surrounds the central portion of the building just above the second story windows. Decorative metal brackets near the roof line hold modern light fixtures.

The excellent stone craftsmanship of the foundation extends south of the Refectory and connects with the foundation of the Children's Circus, and on the north for a large stone retaining wall. The north retaining wall has an arched opening which leads to storage underneath, and a level area above with iron railing.

The Children's Circus is located south of the Refectory. It is a large, semi-circular bowl, facing east, with the flat end of the semi-circle (east side) over 250 feet long. To the west, a curved slope rises in three distinct terraces and fills a natural hollow in the hills. The east side is an imposing fifteen foot high retaining wall constructed of native limestone, topped with a central concrete pavilion flanked by a colonnade. The pavilion is one bay wide and seven bays long, with a hip roof of green tiles. Repeating the design of the south and north pavilions of the

Refectory, the central bays have round columns with Doric capitals supporting a flat architrave, while the end bays have round arched openings. The pavilion is flanked on the north and south by a row of round, concrete columns with Doric capitals, which supports a wood architrave.[2] There is a concrete walkway on top of the stone wall with iron balustrade on both sides. This walkway has approaches from steps on both the north and south ends. At the south end, the steps lead down the slope to a stone retaining wall and basin grotto, which formerly contained water and planted areas. The concrete in the pavilion and pergola is in fair condition, but the stone foundation remains in very good condition. The Children's Circus retains integrity in location, setting, association, and to a good extent, design and workmanship as well.

Just west of the pavilion in the Children's Circus is a semi-circular concrete basin (formerly filled with water) surrounded by a concrete walk. A level gravel play area extends westward in a semi-circle, and is the same width as the two pergolas. The play area contains modern play equipment. Surrounding the circular end of the play area, the elevation rises to a grassy terrace above. A dirt and gravel path runs the length of the terrace, with access on the north from stairs by the Refectory. A parallel set of stone stairs also rises from the center of the west edge of the play area to this terrace. In between the steps are exposed stone ledges, formerly the location of the "bump-the-bump" slides. This second level terrace is surrounded on the western edge by a high limestone retaining wall. Directly opposite the pavilion and the stone stairs up the grassy slope, an inset arch built of rough stone contains a cascading fountain. West of the stone retaining wall, a grassy lawn continues to slope upwards, with stone steps leading west to a wooded area.

The resource count at Krug Park is as follows: one contributing site (the park); 5 contributing structures (Krug Park Drive, the bowl at the amphitheater, the lagoon, the Children's Circus, and the Krug Park Drive tunnel); one contributing building (the Refectory); 2 non-contributing structures (picnic shelters); and 3 non-contributing buildings (restroom facilities, the amphitheater building, and the horse barn).

Northwest Parkway

Northwest Parkway is an example of the "park system drive" property type, as defined in the *MPS "Historic Resources of St. Joseph."* It extends from its northern terminus on St. Joseph Avenue, just east of the entrance to Krug Park, in a southeasterly direction to Corby Grove, where it intersects with Northeast Parkway at approximately 26th Street just south of Marion. At this point, the two parkways join and travel a short distance to a "Y" intersection with Corby Parkway (see Figure 1). From here, Northwest and Corby join and travel southeasterly to finally link up with Noyes Boulevard. Including this section, Northwest Parkway is approximately 2¼

[2] Being reconstructed in 1994.

miles in length; to the first intersection with Northeast Parkway, it is approximately 1½ miles from Krug Park. Northwest Parkway contains a curving road within a wide strip of varying width of park land. The driving experience along its relatively short length presents a variety a views, from steep topography to gently rolling land, and from dense native growth to wide grassy areas dotted with mature shade trees. Northwest Parkway is in excellent condition, and retains a high degree of integrity in all areas of consideration.

At the northern terminus of the parkway, across St. Joseph Avenue from Krug Park, is the Northside Complex. This 25-acre site extends from Karnes Road to Randolph on the south, and lies between St. Joseph Avenue and the former railroad tracks on the east. This developed outdoor recreational area across from Krug Park contains concession stands and restrooms, swimming pool, 3 lighted tennis courts, 2 lighted handball courts, a lighted softball field, 2 unlighted ballfields, 2 shuffleboard courts, 4 horseshoe courts, playground area, and parking lots. These are all non-historic features which were not present during the period of significance, and are therefore excluded from this historic district.

Northwest Parkway begins in the Northside complex, and at this point appears visually to serve more as drive for the complex rather than a parkway. After crossing over the non-historic bridge over the former Great Western railroad tracks, the parkway takes on its true appearance. For a very short distance, it heads northeast to a "Y" intersection with Ferndale. Mature evergreens provide screening along a portion of the drive. Up through this point, this section of the parkway is sometimes referred to as "Krug Park Avenue." Northwest Parkway heads due south from this intersection around a high ridge, then back to a general southeasterly direction. The high ridge north of the parkway, contained in a forty acre tract of park land, is native woodland. A trail leads through the woods to various high points and past limestone outcroppings. South of the parkway, the land drops off dramatically, and views of St. Joseph can be seen through occasional breaks in the trees.

A low, stone retaining wall is on the east side of the drive at the southern end of the wooded area. After Northwest Parkway passes this high ridge of woodland, the vegetation opens up to reveal grassy slopes on the northeast, presenting an open, park-like appearance. The slopes lead up to the rear yards of residences. These yards are unfenced, and landscaped in a manner which complements the parkway, giving the appearance of a larger, open park area.

Northwest Parkway continues under the Lover's Lane concrete bridge, a historic, concrete bridge with a flattened, triangular arch, and curves more directly to the south. From this point, the vegetation alternates between wooded areas adjacent to the road on the west and grassy slopes with groupings of various ornamental and shade trees. A grassed swale on the west provides drainage in wet weather. A short distance south of the Lover's Lane bridge, the Parkway travels

under another historic bridge. The Woodburn Road bridge is a historic metal bridge, with round metal columns beneath.

At the northern edge of Corby Grove, the woods become more dense as Northwest Parkway joins up with Northeast Parkway at a "Y" intersection. Northwest Parkway continues in a southwestern direction at this point to another "Y" intersection just north of Corby Lake. Along the drive in Corby Grove are several very old deciduous trees, primarily oak. The street lights are tall, modern standards, and there is no curbing on the road edge.

There are three contributing structures in Northwest parkway: the parkway itself, Lover's Lane Bridge, and Woodburn Road bridge. There is one non-contributing structure, the Great Western Railway bridge.

Northeast Parkway

Northeast Parkway is a curving parkway just under a mile in length, and is an example of the "park system drive" property type as defined in the *MPS "Historic Resources of St. Joseph."* Its southwestern terminus is in Corby Grove, where it intersects with Northwest Parkway at approximately 26th Street, just south of Marion. As indicated by its name, Northeast Parkway heads in a northeasterly direction for eight tenths of a mile to Ashland Avenue, between Dale and Summit. The curving roadbed is situated in a draw, with the land sloping upwards on either side. The curving and dipping roadway presents a variety of driving experiences in its short distance. In some areas, the woodland is maintained right up to the road edge, with the large deciduous trees providing a shady overhang. In other areas, the woods open up to gentle grassy slopes with occasional large trees scattered about. The street lights are tall, modern standards, but are fairly widely spaced. There is no curbing on the road edge. A few houses are visible along the drive, but on the whole, the scenery is quite pastoral in feeling. Northeast Parkway is in excellent condition, and retains a high degree of integrity in all areas of consideration.

The lowest point of elevation in Northeast Parkway is at the intersection with Northwest Parkway; the road rises approximately 100 feet to the Ashland Avenue intersection. As the road heads northeasterly from the intersection with Northwest Parkway, the vegetation on the southeast is dense woodland. Between Carper and Cornell Streets, residential yards adjoin the parkway on the northwest. North of Cornell, the houses become less visible, shielded by the rising slope to the northwest and the mature deciduous trees.

The Gene Field Road bridge is a modern, concrete and steel structure. As with most bridges on the parkway system, the roadway curves on either side of the bridge, in addition to changing in elevation, thus preventing a complete view of the road ahead. Northeast of the Gene Field Road bridge, the parkway widens to feature grassy slopes with mature shade trees. A swale southeast

of the road handles water run-off in rainy seasons. As the parkway approaches Ashland Avenue, the vegetation becomes quite dense, with mature deciduous trees overhanging the roadbed.

There is one contributing structure (the parkway itself), and one non-contributing structure (the Gene Field Road bridge).

Corby Grove

Corby Grove is a 105 acre park located in the northwest quarter of St. Joseph, between Marion and Osage, from 22nd on the west to east of 26th Street. It is an example of the "park" property type, as defined in the *MPS "Historic Resources of St. Joseph."* The majority of the land is covered with native woodland vegetation, a mature oak forest with undergrowth. Dogwoods and redbuds serve as decorative understory trees along the three parkways within its boundaries. The right-of-ways of the three parkways are planted in grass, with mature deciduous trees scattered across the open areas. Corby Pond is in the south half of the park, and is a popular recreational spot in all seasons. Corby Grove not only retains a high degree of integrity in all areas of consideration from its period of significance, but also contains sections of "virgin" forest land.

Northwest Parkway enters Corby Grove at approximately the center of the north park boundary, and joins with Northeast Parkway which enters from the northeast corner of the park. The two parkways serve as park drives in the north section. They join and lead to nearly the center of the park, intersecting with Corby Parkway. Corby Parkway travels northeast from the southwest corner to this junction, then angles back to the southeast corner, ending at the intersection of Ashland and Noyes Boulevard.

The topography of Corby Grove is varied. Several dry creek beds dot the landscape, leading down to and following the parkway drives. The land generally rises from the roadbeds, occasionally forming small mounds or berms. Corby Pond is approximately twenty feet lower in elevation than the parkways, located just south of the triangular intersection of Corby Parkway and Northwest Parkway. The four acre pond has an undulating shoreline, with gently sloping grassy banks on the north and west sides. The southeast shore is slightly steeper with dense vegetation. Towards the southwest end of the pond is a wooden fishing dock with metal railings and a gravel pull-off parking area.

At the southwest corner of the park are three asphalt tennis courts. The only other active recreational facilities provided are two ball fields on the north boundary. Picnic areas are located in some of the cleared areas, and a nature trail is cleared through parts of the woods.

There are two contributing sites in Corby Grove—the park itself, and Corby Grove Pond.

Corby Parkway/Maple Leaf Boulevard

Corby Parkway and Maple Leaf Boulevard are different sections of one continuous road, each with differing treatments or design intents. It is an example of the "park system drive" property type, as defined in the *MPS "Historic Resources of St. Joseph."* Corby Parkway leads from the eastern edge of Corby Grove park west to the 10th Street Bridge, where the road becomes Maple Leaf Boulevard. Maple Leaf Boulevard was intended to link the parkway system with downtown; therefore its southern terminus is found at a "Y" intersection at 4th and Poulin. It heads northeast in a straight line (in a boulevard manner), eventually curving until it crosses under the 10th Street bridge. The section known as Corby Parkway evidences its parkway treatment with its naturalistic alignment combined with a wide, park-like right-of-way. Corby Parkway heads in a general east/west direction, with the eastern end of its 1.8 mile length lying within the boundaries of Corby Grove park. Although the Maple Leaf Boulevard section of the roadway is not as well maintained (and has suffered a loss of integrity in materials), it nonetheless retains integrity of location, setting, association, and design. Combined with the virtually intact Corby Parkway section, the park system drive as a whole retains a high degree of integrity in all areas of consideration.

Corby Parkway enters Corby Grove from the west under the 22nd Street bridge. The road curves on either side of the 22nd Street bridge, which is a concrete structure featuring random-work, quarry-faced limestone walls on either side. From the 22nd Street bridge to the west, the roadway follows a former creek bed, which meanders in general east/west direction. In some sections, the parkway land rises fairly dramatically on both sides, giving the feeling of being in a small valley. Several other bridges provide overhead crossings for the higher surrounding city streets. These historic concrete bridges each differ in design from the others. The 18th Street (Lover's Lane) bridge has a solid balustrade above with recessed panels, and a flat arch below with semi-elliptical corners. The 13th Street bridge has a castellated balustrade, and the 11th Street bridge has balusters with arched openings. The roadway curves on either side of the bridges, so the traveller doesn't get a full view of the scenery ahead. Areas of native woods are contrasted with openings of grass and large shade trees. The well-kept turf and tree groupings give the effect of riding through a linear park.

Inside of Corby Park, the parkway serves as the park drive. Just to the north of Corby Pond, Corby Parkway joins a "Y" intersection with Northwest Parkway. Joined, the parkway continues

to the southeast. As the parkway nears the end of Corby Grove park, it splits into two one-way roads with a median between, containing a small valley of native woodland. These two roads join back together at the eastern terminus of the parkway at Ashland Avenue. On the east side of Ashland Avenue, the parkway links up with Noyes Boulevard.

From the intersection in the center of Corby Grove park to the split roadway, the land drops off to the south, and rises in elevation to the north. Near the lake, a limestone retaining wall has been recently constructed on the north side of the road. The woods through which the parkway traverses contain many large deciduous trees, primarily oak. The undergrowth contains dogwoods and redbuds, providing flowering interest along the drive in the spring.

At the western end, Maple Leaf Boulevard parallels the railroad right-of-way, overlooking a light industrial area of St. Joseph. It is lined on the west side with evergreen trees, and on the east with deciduous trees. A paved, semi-circular parking area edged with boulders is at the northeast curve in the boulevard. Across the street to the west is a grassy, shaded area with modern play equipment. Another recreational area, containing a ball diamond surrounded by chain link fence, is south of Corby Parkway between the 10th and 11th Street bridges. At the south end of this recreational lot is a stone and concrete retaining wall.

There are five contributing structures in Corby Grove Parkway—the parkway itself, and the bridges at 22nd Street, Lover's Lane/18th Street, 13th Street, and 11th Street.

Noyes Boulevard

Noyes Boulevard is a north/south road approximately one and three quarters miles in length, and is an example of a "park system drive" property type, as defined in the *MPS "Historic Resources of St. Joseph."* It is divided into two sections, interrupted by Parkway A in its southern third. Noyes Boulevard extends from the north at Sherman Avenue, at approximately the junction of Corby Parkway and Ashland Avenue, to Locust on the south. In this section, Noyes Boulevard follows 28th Street, and is approximately 1¼ miles long. At Locust, Parkway A jogs to the southeast to 31st Street. Noyes Boulevard then extends south of Parkway A to Renick for approximately ½ mile, leading into Bartlett Park. It has suffered some loss of integrity in materials, with the natural death of street trees (elms in the past). However, these trees are in a program of replacement, and the well-maintained boulevard still retains integrity of location, setting, association, and design. Noyes Boulevard counts as one contributing structure.

With the exception of the small west extension of Corby Parkway (Maple Leaf Boulevard), Noyes is the parks system's only formal boulevard. Unlike the parkways, it fits in with the existing grid system of streets imposed on St. Joseph's topography. The block from Sherman Avenue to Frederick Avenue contains impressive residential structures of varying revival styles

popular during the 1920's. The two-story houses are set back from the street on large lots. Historic street light standards are still extant on this block. From Frederick Avenue to Union, the homes date from approximately the same period. The residences on the east side are large and set back from the street, while the ones on the west are more modest. Modern street light standards are found along Noyes south of Frederick.

There is a slight jog to the east on Noyes at Union, and on-street parking is allowed for a short distance here. Heading south, there is a drop in grade at Clay. The residences in this area include early twentieth century bungalow types on the east side, and two-story foursquare buildings on the west. From Sherman Avenue south to Clay, the boulevard is lined with one row of regularly spaced, medium-sized elms. At this point, the street trees thin out in some places. Small saplings have been planted as replacements in several spots.

South of Jules, the residences date from post World War II. At Edmond south to Messanie, Noyes Athletic Field is on the west side of the boulevard. After the athletic field, the visual characteristics of the boulevard disappear in the right-of-way, with a recently constructed gas station/market. The only visual clue that the parkway system continues is a blue "Scenic Tour Route" sign pointing to the east at approximately Locust.

At this point, Parkway A heads southeast to 31st Street. For a short time during the development of the parks system, this was considered a part of Noyes Boulevard. Today, however, Noyes begins again at the intersection of Parkway A and 31st Street. It heads south for four-tenths of a mile to the entrance of Bartlett Park.

Noyes Athletic Field

Noyes Athletic Field is a 23 acre site bounded by Edmond on the north, Noyes Boulevard on the east, Messanie on the south, and approximately 26th Street on the west. It is an example of the "park" property type, as defined in the *MPS "Historic Resources of St. Joseph."* The majority of the site is flat, except for the northwest corner which contains a steep bank leading up to a school on 25th Street. The site is basically "L-shaped," and has retained its original design intent—that of providing grounds for outdoor recreation. A modern pool, located in the western section of the park, is in the same location as the original. The north section of Noyes Athletic Field along Noyes Boulevard has retained an even greater degree of integrity, serving its original design intent. This section contains a contributing building and structure. Overall, the site retains its integrity of location, setting, and association, and is a contributing element of the St. Joseph Park and Parkway System.

The northeast corner of Noyes Athletic Field contains twelve lighted asphalt tennis courts, surrounded by a high chain link fence. At the southwest corner of the courts is a historic one-

story glazed red brick field house and tournament center for tennis. The flat-roofed structure, originally constructed for toilets and lockers for the tennis courts, is divided into three portions containing Art Deco design features. At the north and south ends are square wings. The east side of both wings has a central bay featuring a multi-light window. The window on the south wing is glass block; the north wing window has metal bars without the blocks. Both window openings are set within a decorative concrete panel which rises from ground level to above the roofline, forming a parapet finish. Flanking this central bay near the cornice line are decorative panels featuring crossed tennis rackets. The roofline itself has concrete coping. Between the two wings is a central portion whose roofline is set slightly lower than either end. The central portion has seven square windows of glass block with concrete sills. In addition, this section also contains three doors. A metal awning (not original) extends from the roofline to the east.

West of the tennis courts is the football stadium and oval track. Between the tennis courts and the track is a narrow strip of land which contains metal bleachers for waiting tennis players. A playground with modern equipment is at the very north end of this strip, along Edmond. The stadium complex is surrounded by a high chain link fence. A turnstile opening is at the southeast end, near the tennis building. A cinder track surrounds the lighted football field. On the west side of the field, bleachers are constructed on the side of a steep slope, which leads up to the school. At the top of the bleachers is a restroom/press box building.

A parking lot with an entrance and exit off of Noyes Boulevard is immediately south of the tennis courts. At the southwest corner of the parking lot is a small, rectangular shed with vertical wood siding and gable roof. South of this parking lot are the Ray Cavin Horseshoe Courts, featuring 16 courts within a low, chain link fence. Associated with the horseshoe courts is a small, square concrete block shed with shed roof. A few trees surround the courts and provide shade.

The southern half of the park is quite level and is primarily a large, grassy field. An entry drive off of Messanie at approximately 27th Street divides this portion into two halves, and serves as the boundary for the nominated portion of Noyes Athletic Field. This drive leads to a parking lot near the center of the park. A modern rectangular brick building, the field house, has a flat roof and extended metal cornice, and is at the north end of this parking lot. Just to the east of this structure is a fenced and lighted youth baseball diamond. A large level grassy field is at the southwest corner of the park and the Noyes Swimming Pool is at approximately 26th Street and Angelique. This modern pool has a rectangular, flat-roofed bathhouse with an extended awning on the southeast side. The pool is encircled by a 12' concrete sidewalk and chain link fence. The outline of the original pool can still be seen near the location of the present day pool, especially from aerial views. The historic pool was larger, with a curving edge and sand bottom.

Not included in the park's boundaries is a residential structure located at the northwest corner of the junction of Noyes Boulevard and Messanie. Immediately behind the house (to the west) are two playing fields, one with small bleachers.

The resource count at Noyes Athletic Field is as follows: one contributing site (the park); one contributing building (the tennis building); one contributing structure (the stadium/track); two non-contributing buildings (the pool bathhouse and the field house); and one non-contributing structure (the pool).

Parkway A

Parkway A is a short east/west parkway which connects two separate sections of Noyes Boulevard. It is a thirteen and a half acre strip of land extending from 28th (Noyes) and Locust southeast to 31st (also Noyes) just north of Olive, and is an example of the "park system drive" property type, as defined in the *MPS "Historic Resources of St. Joseph."* The length of the roadway between these two intersections is approximately four-tenths of a mile, although the section from 28th to 30th is only a quarter of a mile. From 28th to 30th Street, the roadway is curving and is flanked by a wide right-of-way, typical of the other parkway designs in St. Joseph. The block from 30th to 31st is straight, with residential development, sidewalks, and driveways abutting the street. An elementary school is at the eastern terminus of the road (31st Street). Parkway A is in excellent condition, and retains integrity of location, setting, association, feeling, and design. Parkway A counts as one contributing structure.

The roadbed of the curving section of Parkway A is set within a former creek bed, with the land gently rising on both sides (the north slope was formerly raised railway tracks). Surrounded by the wide right-of-way, the traveller has the impression of driving through a park. A bike path follows the north edge of the road, and the topography is steep enough in another area to be used as a sledding hill by neighborhood children in the winter. South of the drive, a grass ball diamond with backstop is situated in a level area. The majority of the parkway land is well-clipped grass with mature deciduous trees scattered throughout, although a dense line of trees follows the northern boundary of the parkway.

Bartlett Park

Bartlett Park is the midway point, north and south, in the St. Joseph Park and Parkway System, and is an example of the "park" property type, as defined in the *MPS "Historic Resources of St. Joseph."* It is a twenty-four acre tract bounded by Renick on the north, 32nd Street on the east to Monterey, Monterey and Duncan on the south, and 30th Street on the west. The boundaries form a rectangle, with a five acre section missing out of the southeast corner. The park has had some

recent outdoor recreational equipment added, and has suffered some loss of plant materials over the years. However, it has retained sufficient integrity of location, setting, and association to remain a contributing site to the historic district.

Noyes Boulevard leads into the main park entrance on the north. Bartlett Drive, the north/south curving drive through the park, connects Noyes Boulevard with Southwest Parkway on the south. At the north entrance, a stone retaining wall follows a portion of the curve on the east side of the drive. Behind (east) the wall, the topography rises to a plateau containing a ball diamond and outbuilding. From the ball diamond, the ground slopes down to the southeast corner of Monterey and 32nd Street. Surrounding the ball field are several mature deciduous trees.

West of Bartlett Drive to 30th Street (and north of Monterey) is a small, grassy valley. Several mature evergreen and deciduous trees line Renick and 30th Street. A limestone outcropping follows 30th Street at the northwest corner of the park. A recent small garden plot containing annual and perennial plants surround a bench at the west edge of the park.

The 1921 addition to Bartlett Park is from 30th Street east to just past Bartlett Drive, between Monterey and Duncan. Off-street parking is along Monterey, 30th Street, and Duncan. There is a fairly level grassy area, with a few deciduous trees scattered about. The primary feature in this section of the park is a large, modern playground complex. A small restroom building is adjacent to the play area. A picnic shelter and picnic tables are also located here. A small section of the park lies east of Bartlett Drive between Monterey and Duncan. This consists of a grassy slope, with a line of flowering crab apple trees providing screening from the houses to the east. South of Duncan is a lighted ball field which is typically associated with Bartlett Park, but which actually is a part of Southwest Parkway.

Barlett Park counts as one contributing site. There are also two non-contributing buildings--restroom facilities and a concession stand, and a non-contributing structure (picnic shelter).

Southwest Parkway

Southwest Parkway is the longest parkway in the St. Joseph system of drives and parks. As such, it provides a variety of scenic experiences as it passes several of the outdoor recreational areas in the city-wide park system. It is an example of the "park system drive" property type, as defined in the *MPS "Historic Resources of St. Joseph."* The northern terminus begins at Bartlett Drive (approximately 31st Street). It curves and meanders almost four and a half miles to the southwest until it ends at Hyde Park, at 3rd Street and Hyde Park Avenue. The parkway itself is relatively intact, although some alterations have occurred on land immediately adjacent to the parkway. However, the parkway is well-maintained, and retains a high degree of integrity in

design, location, feeling, and association. A number of elements of the parkway retain integrity of materials as well.

At the northern terminus of the parkway, just south of Duncan and west of Southwest Parkway, a ball diamond is sited in a level area. This is usually considered part of Bartlett Park. This open field has a line of trees to the west, which expands to the edge of the road on the south. The road curves at this point, hiding the view of the non-historic Highway 36 bridge. Just south of the highway and east of the parkway, the land rises to Fairview Golf Course. As the road meanders to the southwest, the vegetation opens up in areas to reveal grass meadows.

As Southwest Parkway is the longest parkway in St. Joseph, there are occasional egresses provided for the surrounding residential neighborhoods. A small historic bridge allows Walnut street to connect with Southwest Parkway over a small creek. The bridge has metal railings with square concrete post. The drive on Southwest Parkway is also interrupted as it intersects with 28th Street. After a very short block to the south, the Parkway begins again, heading to the west. Hoffman Field, Bode Ice Arena, and Phil Welch Stadium are north of the parkway at this point. This recreational complex ends at 22nd Street. As Southwest Parkway continues to the west, Commercial Park is north of the road, and south is a large field planted in prairie vegetation. Southwest Parkway then curves back to the southwest, over a non-historic bridge spanning Garfield Avenue and Burlington Northern Railroad.

Another curve finds the road heading due south to the top of a ridge in an area of native timber, then back down in elevation to 11th Street. Here the parkway heads west in a level area containing nearby residences. Southwest Parkway then curves again to the south and travels under the I-229 bridge (non-historic). Just south of the interstate bridge is an open field area edged with large evergreen trees. A drainage swale west of the road here has a concrete basin. For the next two-thirds of a mile, the parkway travels through native woods with dense underbrush. A historic limestone retaining wall on the east follows the road for a short distance.

As the parkway leaves the woods, it enters a hairpin curve in a large, open grassy area rimmed with evergreens on the south. A short distance later, another hairpin curve leads the road back to the southwest at Mansfield. At this point, the parkway overlooks an open valley to the southwest. There is a three-way "Y" intersection, with Southwest Parkway and Benton Drive heading southwest with a grassed median in between. To the west is King Hill Drive, leading to King Hill Overlook.

Just east of 4th Street, Benton Drive rejoins with Southwest Parkway. West of 4th at Fleeman, Southwest Parkway splits into two one-way strips, with south-bound traffic next to 3rd Street, and north-bound traffic next to 4th and passing in front of Benton High School. In between the two roadbeds is a parkway median with dry creek bed. At the northern end, and throughout the

edges of the parkway median, flowering trees have been planted. In the lower elevations of the creek bed are larger, native deciduous trees.

The parkway then terminates at Hyde Park Avenue and the entrance to Hyde Park. As with the majority of the parkways, the street lights have tall, modern standards. There is concrete curbing along some sections of the parkway, but the major portion of the drive has no curbs. There is a variety of vegetation - from native deciduous woodlands, to mature groupings of evergreen trees, to scattered deciduous shade trees, to low-growing ornamental trees serving as specimen plantings or as focal points.

The parkway counts as a contributing structure, as does the bridge connecting to Walnut Street, and a culvert bridge just southwest of this. Phil Welch Stadium is a contributing structure. Three bridges count as non-contributing structures--the Burlington Northern Railway, Highway 36, and Interstate 229 bridges. The Bode Ice Arena is a non-contributing building.

Fairview Golf Course

Fairview Golf Course is a well-maintained, 18-hole public golf course, located southeast of Highway 36 and Southwest Parkway. As a unique resource within the St. Joseph park system, it is not represented by a property type in the *MPS "Historic Resources of St. Joseph.."*[3] The par 72 course has eight par 4's, five par 5's, and five par 3's. The main entrance is off Southwest Parkway, with the entry drive leading from the northwest corner of the site to the clubhouse (non-historic). The course itself is sited on hilly terrain, with fairway designs taking advantage of the topography. With the exception of two holes (which were replaced with new holes after losing two in 1958 due to the construction of Highway 36), the course has retained its integrity of location, setting, feeling, and association. Materials and design integrity are retained in the original sixteen holes as well. The course is very well-maintained, considering its status as a public course.

The most prominent extant historic features of the golf course are the tree-lined, watered fairways. These present difficult side-hill lies on several holes. Hole #4, for example, presents trouble on both the right and left. On most holes, either the tee or the green are usually elevated. In some cases, the golfer hits from an elevated tee across a downhill fairway back up to an elevated green, as in #8. Most holes feature double-tiered greens, although #6 green is triple-tiered. An example of one of the more difficult holes (handicap 2) is #5. The tee is in the woods, with a dogleg left and trees lining the left making the green hidden from the tee. The fairway slopes right to left, leaving a long second shot down to the green.

[3] National Register Bulletin 16B, p.14.

There are few sand bunkers, as these tend to slow up play too much for a municipal course. In addition, these are probably unnecessary as the varying terrain presents enough problems for golfers. Currently, water ponds present hazards on most of the back nine. There ponds are altered from a former ditch, which was longer and deeper, yet allowed for shots out. A spring was also present near #12 green at one time. The former course was thought by many to be a better course, although today Fairview still retains a reputation for its difficulty. However, it has a course rating of 69.5, and a slope index of 116.

The non-historic clubhouse (1958) is a one-story, T-shaped brick building with cross-gable roof. Exposed protruding beams are under the overhanging boxed eaves. A shed-roof porch is on the southwest corner, providing protection for golfers waiting to tee off. Northwest of the clubhouse are two asphalt parking lots, separated by a short drive. Leading east out of the parking lot is another drive to a secondary entrance/exit on 33rd Street. To the east of the clubhouse is the greenskeeper's residence. The site contains many mature trees, and is surrounded by chain link fence. The putting green is southeast of the clubhouse, and the practice range is between hole #1 and #6 green. Asphalt cart paths lead from the clubhouse in all directions.

The golf course counts as a contributing site, and the clubhouse as a non-contributing building.

Commercial Park

Commercial Park is the historic name for South Park. Also referred to as Drake Field, it is located between Southwest Parkway and Commercial between 19th and 22nd Street, and is an example of the "park" property type, as defined in the *MPS "Historic Resources of St. Joseph."* Although a total of 40 acres have been condemned for use as park land by the city, the recreational development all occurs on the original 12½ acre tract. The rest of the land gives the appearance of being a part of Southwest Parkway, which forms the southern border of the park. The park, having always served as an outdoor recreation site, retains its integrity of location, setting, association, and design intent, in spite of changes in materials. Commercial Park counts as one contributing site within the entire historic district; the concession stand and restrooms count as two non-contributing buildings.

Commercial Street forms the north boundary of the park, and is five to ten feet higher in elevation than the playing fields in the park. A steep bank lines Commercial street on the south; at the bottom of the embankment is a gravel drive which runs along the entire north boundary of the park, providing access to the recreational facilities (there is no egress to Commercial Street). A large asphalt parking lot is at the northeast corner of the park, with entrances off 22nd Street. The parking is adjacent to Drake Ball Field, a lighted softball field with metal and wood bleachers having seating capacity for 200. A small concrete block concession stand has a "press

box" above covered with plywood sheeting. The restrooms are constructed of concrete block as well.

West of the lighted ball field is a "youth baseball" field. There are two small bleachers, and another concrete block concession stand. To the west of this field, in the northwest corner of the park, are three lighted asphalt tennis courts. The gravel drive widens at this point and provides parking for the tennis courts. A viaduct over the railroad tracks is at the southwest corner of the park. Another ball field (grass) with backstop is located in this corner as well.

King Hill Drive

King Hill Drive serves as the approach leading to King Hill Overlook, and is representative of the "park system drive" property type, as defined in the *MPS "Historic Resources of St. Joseph."* It is six-tenths of a mile in length, running directly west from Southwest Parkway, nearly even with Mansfield Drive. Park records show that King Hill Overlook contains a total of 8.5 acres, but only about four and a half acres are at the actual overlook. The remainder are associated with King Hill Drive. The park system drive retains integrity in all areas of consideration, and counts as one contributing structure. The bridge over 2nd street also counts as one contributing structure.

King Hill Drive is lined with deciduous shade trees. In this aspect and in its straight alignment, the drive is designed more like a boulevard. However, there is no residential driveway access to the street, which is typical of the parkway designs in St. Joseph (although 4th and 5th Street do intersect with the drive). There is a historic concrete bridge over 2nd Street, with simple square concrete rails, posts, and coping. Just past the bridge, the drive enters the park itself, and serves vehicular transportation within the small overlook park.

King Hill Overlook

King Hill Overlook is a 4.5 acre site at the top of a high hill, situated at approximately 1st Street and King Hill Drive. It is an example of the "park" property type, as defined in the *MPS "Historic Resources of St. Joseph."* Park records indicate thirteen acres are associated with the park, which also take into account King Hill Drive. Only that portion which is associated with park use is nominated (see King Hill Overlook map for boundaries). The park is not as well maintained as other sections of the St. Joseph Park and Parkway System, but still retains its historic associations which make it a contributing element to the historic district. Integrity of location and setting remains as well. Situated within the boundaries of the King Hill Overlook is the King's Hill Archeological Site, which has been previously listed on the National Register of

Historic Places. It is located on the slope of the hill, near the crest. Some of the site has been professionally excavated. Artifacts found from the Kansa tribe were proven significant.

King Hill Drive serves as the approach to the overlook, and continues through the park as it enters west of the 2nd Street bridge. It curves around the hill first to the southwest, then to the northwest, then back around to the southwest in an "S" fashion, leading up the hill. At the point where the driveway curve begins, dirt vehicular tracks lead straight (west) up the hill. Nearing the top of the hill, a concrete retaining wall on the west side of the drive rises several feet.

At the top of the overlook, the drive circles around to form a large parking lot. The west edge of the parking lot is edged with limestone boulders and metal fencing. At the very north end of the lot/drive, a free-standing limestone wall is constructed. A flagpole sits in the middle of the parking lot. A portion of the hill is still used by the water company, and two large, circular water storage tanks are situated to the southeast of the parking lot, at a slightly lower elevation. However, this portion is not included within the boundaries of the district. A road leads to the tanks from the lot, and is lined with metal poles. Also located at the top of the overlook is a transmission tower. Except for the drive, parking lot, and water tank area, the entire site is covered with trees. The lower portion of the hill (just west of the bridge) has had the underbrush cleared out and grass installed.

The view from the top of the overlook is quite expansive. In addition to most of the industrial section of St. Joseph, one can view Atchison to the south, and many miles up the river to the north. King Hill Overlook counts as one contributing site.

Hyde Park

Hyde Park is a nearly 100 acre site which serves as the southernmost terminus to the St. Joseph Park and Parkway System. It lies near the southwest edge of the city limits of city, and is an irregularly bounded tract of land, with Hyde Park Avenue (Highway 752) serving as the northernmost boundary. It is representative of the "park" property type, as defined in the *MPS "Historic Resources of St. Joseph."* The northwestern third of the park retains integrity of setting, location, association, and design from the period of significance. The eastern section of the park contains modern recreational facilities, which replace similar earlier features (e.g., the present day swimming pool is in the same location as the former historic pool). Thus the eastern section retains integrity in design intent and spatial relationships, which are associated with the overall integrity of design.

Hyde Park Drive is the drive located within the park, and begins at the northwest corner entrance just south of where South Parkway intersects with Hyde Park Avenue. The drive rises up and curves to the east, where it follows a limestone outcropping on the north. A stone retaining wall

lines a portion of this drive. Part of this drive travels over a stone bridge over a natural depression. Stone steps serve pedestrians under the bridge. Immediately to the south of the outcropping (the northwest section of the park) is a picnic area in a grassy swale. Modern picnic tables and shelters are situated among the mature deciduous trees. Also dotted throughout this area are numerous low square and circular brick structures with concrete caps. Modern play equipment is located at approximately the terminus of 7th Street, close to two parking areas. South of the picnic area, the western edge of the park is dominated by a steep grassy hill rising nearly 100' above the playing fields to the east.

Hyde Park drive forms a "T" intersection in the approximate center of the park. From the northwest entrance of the park to the "T," the drive is one-way; the remainder serves two-way traffic. To the south, the drive leads to the modern, outdoor recreational area of the park which is not included in this nomination. Included in this section are ballfields, tennis courts, horseshoe courts, and a swimming pool. North of the pool is a large parking lot which provides egress from the park to Hyde Park Avenue. At the southwest corner of the parking lot is a very large oak tree, designated the "Liberty Tree 1776-1976" with a granite marker. Near the Liberty Tree are restroom facilities, located in a one-story, rectangular brick structure with flat roof.

At the northwest corner of this parking lot, Hyde Park Drive curves back to the east and follows the northern boundary of the park. The drive at this point is several feet below the grade of the picnic area of the park. It travels under a 56' steel span pedestrian bridge, which provides access to the park from the north. The bridge has steel wire suspension cables, metal balustrade, and limestone foundations.[4]

The resource count for Hyde Park is as follows: one contributing site (Hyde Park); one contributing structure (Hyde Park drive); 6 non-contributing structures (4 shelter houses, 1 pool, and the suspension bridge); and four non-contributing buildings (one bathhouse/concession building, one restroom facility, one maintenance building, and one concession building).

CONCLUSION

Many of the individual sites (parks) and structures (parkways) are individually eligible for the National Register of Historic Places. However, their historic associations with the development

[4] The suspension bridge was constructed in 1949, and in 1994 is considered non-historic. However, once it is over fifty years in age, it should be considered as a contributing structure.

of St. Joseph, as well as their original design program (which intended the entire system to function as a unit), compel the observer to view the system as a whole. As a district, the St. Joseph Park and Parkway System today conveys a historic sense of time and place, in spite of changes over time which typically occur with historic landscapes. The spatial relationships of key use areas and design features remain intact from the period of significance. Many historic materials remain, which in turn provide testimony to the excellent workmanship found in much of the system's man-made features. Finally, the setting and location remain as they were—the result of careful selection and planning by nationally significant designers.

SUMMARY

The St. Joseph Park and Parkway System is significant under Criterion A in the area of COMMUNITY PLANNING AND DEVELOPMENT, and Criterion C in the area of LANDSCAPE ARCHITECTURE. In addition, some contributing resources are significant under Criterion C in the areas of ARCHITECTURE or ENGINEERING. The district is an excellent representative of how city-wide park systems affected the physical development of cities. In St. Joseph, as in many communities, the planning of the park system represented the first true planning efforts of the city. Any "land planning" prior to this date occurred on a private basis within small-scale plats or additions. The park system is the first effort of the City of St. Joseph to plan its development on a large, city-wide scale. Although the initial objective of the park system was the aesthetic improvement of the city, it [the system] eventually affected the entire development of the eastern side of St. Joseph. The historic district is also significant as an example of early twentieth century park and parkway design. The seven examples of the "park" property type (as defined in the *MPS "Historic Resources of St. Joseph"*) differ in their design treatment, varying from formal elements evocative of Italian garden villa design, to influences of the American Romantic as well as the City Beautiful movement, to simple, functional outdoor recreational areas. The parkways are the result of the dissemination of the large scale, twentieth century "parkway" movement in the United States, as adapted to a smaller urban context. The historic district is also a rare instance of a planned park system that was completely implemented basically as it was designed. Most other cities in the early twentieth century were only able to execute a portion of the city-wide plans. The St. Joseph Park and Parkway system is also noteworthy as the work of master landscape architect George Burnap. Other significant landscape architects and city planners are associated with the system—George E. Kessler and Charles Mulford Robinson. Finally, the entire connected park and parkway system historic district is the single most significant representative of the defined historic context "The Jewels of St. Joseph: The Park and Parkway System, 1910-1943" (see amendment #2 to *MPS "Historic Resources of St. Joseph"*). It is one of the most intact historic designed park systems in the state of Missouri, and has long been recognized nationally as well. The period of significance begins with initial construction on the first element of the park system--Noyes Boulevard. Although some of the parks in the historic district, such as Krug and Bartlett, were actually owned by the city prior to this date, they would eventually undergo drastic redesigns in conjunction with the development of the entire system. Their present day appearances reflect these alterations, which occurred after 1912. The arbitrary fifty-year rule is used for the end of the period of significance, although this coincides approximately with the ending of P.W.A. funded work. The last major period of construction on the park system did not occur within the historic period of significance. It was funded by the Bode Trust, and occurred in the 1970's.

ELABORATION

The history of the St. Joseph Park and Parkway system comprises virtually the entire defined historic context "The Jewels of St. Joseph: The Park and Parkway System, 1910-1943." Although there are other city parks within the boundaries of St. Joseph, a few of which may be eligible for the National Register, the historic district is clearly the resource most closely associated with this context (see amendment #2 to *MPS "Historic Resources of St. Joseph"*).

A summary of the histories of the individual contributing resources follows. Several of the parks' beginnings predated the development of the system as a whole, and have a portion of their history separate from the city-wide system. With the exception of Krug Park, however, they were not fully developed until after the implementation of the system in the 1920s. The parkways, on the other hand, share a common history, as they were basically developed at the same time. Their history is summarized together, with brief notes on individual parkways where necessary.

The park and parkway system of St. Joseph was the subject of survey conducted in 1990-1991. Individual survey forms, developed by the American Society of Landscape Architects, were completed for thirteen resources. The histories of the individual resources were summarized from these forms. The complete copies are available for review in the Community Development Department of the City of St. Joseph, as well as the Historic Preservation Program, Missouri Department of Natural Resources.

Krug Park

Krug Park is often referred to as St. Joseph's oldest park. Although other areas had been given to the city for public use earlier, Krug Park was the first public outing area under the jurisdiction of the Board of Park Commissioners which received public expenditure. On February 26, 1890, Henry and Louise Krug, with William Krug, donated 20 acres to the City for use exclusively as a park, on the conditions "that no intoxicating liquors shall ever be kept, sold or disposed of in or upon said premises . . . nor shall any gambling or gambling devices be permitted." The City was to keep the park in good condition, under police control, and expend annually at least $2000.00 under the direction of the park commissioners. There is evidence that the land was used informally as a park, or at least advertised as such, for a short time before the Krugs' donation. An 1888 advertisement for the expansion of an electric trolley line by the Union Railway company included a story about Krug Park at the terminus of the line[5] (Weeks, 1993).

[5] The Krug family were the main financial backers of the Union Railway Company. It was typical of trolley companies to promote or develop amusement parks along the routes or at the ends of their lines, thereby increasing ridership. However, the Krugs were circumspect about what type of park would be developed on their property. The New Ulm Beer Garden and Brewery was located just a few blocks south of Krug Park. Krug disliked this type of establishment, hence the restriction on alcoholic beverages in Krug Park (Weeks, 1993).

As St. Joseph's only developed public space, Krug Park became the "catch-all" for everything that the public seemed to desire. It appears that the City quickly spent in excess of the required $2000.00 per year. The park was officially open to the public on May 6, 1902, with an impressive stone gateway called the "Castle." Park Superintendent Rudolph G. Rau seemed particularly fond of flower displays and formally designed beds, and Krug Park boasted many such spectacular displays. It also had at one time a zoo, greenhouses, botanical gardens, gazebos, the Robidoux cabin, a fountain, and a lily pond. In short, it was a typical Victorian era conglomeration of features.

At the time Charles Mulford Robinson was brought to St. Joseph by the Ad Club, Krug Park had approximately twenty acres, which in Robinson's mind was not only too small to serve its purpose, but far too small to contain all the features that had already been crowded into the park. Robinson's own words best explain his impression of Krug Park in 1910.

> As to Krug Park, one must forgive a good deal when he remembers that into its hilly twenty acres there had to be crowded all the park ideas and aspirations of a city of more than a hundred thousand population. Of course there is congestion, and inevitably strange incongruities are numerous. You can't crowd boulevards and mountain drives, and German flower gardens and zoos and music courts, and formalism and naturalism, and the spirit of war and the spirit of love, and water scenes and historic souvenirs and a superintendent's house and picnic groves and service barns into twenty little acres without sacrificing landscape principles, and getting a result more suggestive of moving pictures than of the tranquillity and beauty of repose which ought to characterize a city's park. (Robinson, 1910)

Robinson called for the expansion of Krug Park, as did George Kessler after he was subsequently hired as the consulting landscape architect for the Board of Park Commissioners. He felt that the topography of Krug Park did not permit a large enough area of level ground "for even the ordinary pleasure grounds as distinguished from the distinctive playground." In order for the park to serve a greater number of the population, he recommended acquiring some land at least to the north of the existing park. As Kessler put it, "Fortunately the donors of the present park, after whom it was named, are the owners of the property to be included and they are citizens of the highest type." (Kessler Files; 1910-1912)

The Krugs indeed proved to be the type of citizens that Kessler imagined, for in 1914 Henry Krug Jr. and Selma Krug donated 32 acres. This included land to the west as well as to the north. It is fortunate that the Krugs were able to donate the land at this time, as the Board of Park Commissioners had its hands full fighting the court battles over the condemnation of Prospect Park. This eventual loss in the courts, coupled with the outbreak of World War I, slowed most development of the park system in St. Joseph. However, due to the expansion through donated land, Krug Park was set to become the showcase of the new park system as envisioned by the

next designer, George Burnap in 1918. Burnap not only was the final landscape architect responsible for the plan for the entire park system, but for the master plan of Krug Park, the Children's Circus, and the architectural plans for the Refectory (now called the Castle) as well.

Burnap's goal was to convert Krug park into a recreation spot, something which it formerly could not serve due to its rugged topography. With the addition of acreage, Burnap was able to plan for more places for outdoor recreation. The entrance was changed, and the greenhouses and zoo were removed. An irregularly shaped lagoon was planned in the vicinity of the greenhouses, and an outdoor stage and natural amphitheater in the area where the animals were kept. Vehicular drives, pedestrian walkways, courts for games, a refectory, picnic areas, and a children's circus were also features of his grandiose plan. The majority of Burnap's plan was eventually implemented, and Krug Park today is the site which has the greatest significance as the work of a master—George Burnap. The only portions of Burnap's plan not implemented were rental cottages for workers on the north, and tennis and game courts on the southwest.

As with the rest of the proposed system for St. Joseph, there were detractors to the changes Burnap proposed for Krug Park. An editorial in a St. Joseph newspaper in 1919 called for readers to rally against the plans. They especially seemed to dislike the artist's renderings of the proposed park (which were not executed by Burnap), saying that the drawings had "ghastly colors and grotesque figures in horrible and humorous combinations." They saved most of their venom for Burnap, however.

> Some months ago a walking cane led a monocled gentlemen from Washington, D.C., into St. Joseph and forthwith showed him the short route to the cash box. He was no ordinary working man but a landscape architect—whatever that means. . . He quarreled with nature over the way she shaped the face of the ground in Krug Park and forthwith devised a plan for spending something like $75,000 in giving that resort such an overhauling that Dame Nature would not know her own child if she met it in the road (City of St. Joseph, Parks Department; Newspaper clippings books; 31 January 1919)[6].

Burnap's plans **did** seem to find favor with the majority of St. Joseph's citizens, however, as it was his designs which were finally able to convince voters to pass bonds for construction and acquisition of the entire system. The Children's Circus was the first part of Burnap's plan for the park which was executed. Work began in 1921, and was completed the next year. In 1922, work began on the Refectory. Grading for the outdoor theater was completed in 1925, and most of the work on the "bowl" was finished by 1926. The grading for the bowl uncovered native limestone, which was used to construct two walls which surrounded the upper levels around the bowl. The

[6] Hereafter, this source will be abbreviated to "Clippings".

entrance to the park was changed in 1927-1928. Most of the lagoon and its accompanying stonework were completed by 1928. Although the depression halted much work on the park system, by that time the majority of Burnap's plan had already been constructed in Krug Park. The Refectory, although constructed, was never completed and put into its original planned use due to the depression.

Krug Park's boundaries were further expanded in 1928 when the Krugs donated a 6 acre tract adjoining the southwest corner of the park, and again in 1936 when 100 acres were donated in memory of Selma Krug to the northwest. An additional .94 acre tract containing a quarry was purchased from Agnes Kennedy in 1936, and another 2.34 acres condemned later. In 1980, the park underwent a major renovation, and today again enjoys its status as the crowning jewel in St. Joseph's Park and Parkway system.

Corby Grove

Although Corby Grove has long enjoyed a reputation as one of the finest oak groves in the state, and was informally used by St. Joseph citizens for recreational purposes, it wasn't until George Burnap's plan of 1916 that the tract was actually considered for acquisition as a park. George Kessler, in his report of 1912, did plan for three parkways to intersect in the area of Corby Grove. Although he recognized the scenic qualities in the area, he did not recommend including the site as a park.

In 1921, when the Board of Park Commissioners again took up the plans for a city-wide system of parks and boulevards, Corby Grove was the first land acquisition proposed. The Board had increased the acreage they were consider to nearly 100, rather than the 40-60 acres shown on Burnap's 1916 plan. In general, when the Board presented the park system plans in 1921, they were very favorably received, **except** for the plans for Corby Grove. While the majority of the citizens had no problem with the proposal to acquire Corby Grove, the affected property owners strenuously objected. Their primary objection was with the amount of money they were to receive for their properties. In 1922, the city valued the land at $1000.00 per acre, which was confirmed by a judge's ruling as fair market value. The two primary land owners, Isaac T. Curd and the Corby estate, continued to object, thereby delaying development of not only Corby Grove, but of all other park projects.

Newspaper sentiment ran strongly in favor of acquiring the land for the park system, calling Corby Grove the "heart" of the plan, and Holman Street "the main artery." (Clippings; 19 September 1921). All of the connections to the remainder of the system were planned to run through Corby Grove. Without the acquisition of this site, it was feared the success of the entire parks system would be greatly diminished. "Noyes Boulevard would be the backbone, but with the heart of the North End stricken out, Noyes Boulevard would fail of its purpose, as its connections to the north would be broken." (Clippings).

It wasn't until 1924 that the city won the legal case regarding the assessment. The property owners were determined to have the last word in the matter, however. A few days after the decision was announced, 150-200 giant forest trees were destroyed on the properties owned by Isaac Curd and Mrs. Q. Stigers. The majority of the trees were oaks and locusts, some determined to be over 200 years old. The City then contended that the removal of the trees depreciated the property, as most of the ones removed were coincidentally along the proposed boulevard drives. The Corby estate lost an additional injunction case against the city just a month later, and work finally began in improving the 60-acre tract.

The matter wasn't completely settled in 1925, however. In February, park certificates were sold on all of the park projects except for Corby Grove, as the matter was still deemed too controversial. Later that year, a new charter bill contained an amendment concerning the park department. While the plan for condemning the land remained the same, the method of paying for it changed by discarding the land assessment scheme. As no law suits were filed over this, one can assume the property owners must not have objected as much to this method. Feeling more confident on the issue, the Park Board then recommended that the Corby Grove tract be enlarged from 60 acres to 100 acres.

In Burnap's scheme for the St. Joseph park system, each of the major parks focused on a single theme. Corby was the "natural woodland" park in the system, providing all of the benefits attributed to experiencing the great outdoors. Corby Grove was left in its present state as much as possible, with a few recreational features added over the years. The small existing natural lake/pond was drained, repaired, and "reconstructed" after sewer lines were laid in 1928. Other than that, many sections of it remain as it was before the city was established. The peaceful qualities associated with Corby Grove's pastoral setting contrast with the intense and prolonged litigation over the city's right to condemn the land for park purposes. Corby Grove is thus significant not only for its design program in the overall scheme for the park system, but for its historic associations with the struggle to establish a park system for St. Joseph.

Noyes Athletic Field

One of the glaring needs in St. Joseph in 1910, according to Charles Mulford Robinson, was community athletic playing fields. This need was especially pronounced in St. Joseph by the lack of fields provided by the public schools. He recommended three sites, one of which was just a few blocks north of the present Athletic Field. The natural amphitheater between 26th and 29th Streets, south of Faraon about on the line of Felix and Francis, presented a site where it would be possible to "create athletic grounds that would be close to many homes, and yet not too close . . . a large open space that will serve its neighborhood." (Robinson, 1910).

Neither George Kessler or George Burnap noted Noyes Athletic Field as the site of active recreation facilities in their overall schemes for the city-wide system. By the time the parks department actually purchased the land, however, the site had been utilized for recreational purposes for several years. In 1921, city funds were used to install playground apparatus next to an existing wading pool and sand courts. In addition, already existing tennis courts and an automobile drive opened that same year. The field was leased to the City in 1922, but it was not until 1933 that the present tract of approximately 23 acres was finally purchased.

Plans were made in 1923 for a 1/4 mile track, a football field, baseball diamonds, tennis courts, and a swimming pool "at least one hundred feet long." Designs for a club house with showers and a stadium overlooking the football field still needed to be worked out. By 1924, grading for a majority of the site had begun, and construction was pushed that year. The opening of the pool at the field in 1925 was widely covered by the local newspapers. The surface area was over an acre, and it featured four diving boards, slides, water horses, and water basketball goals. Ten foot diving ladders, "the latest thing in diving apparatus," were also provided (Clippings; 27 August 1925). The setting for the pool at 26th and Angelique was considered particularly striking because of the high banks on the north side. Although a high wire fence was to be erected around the pool, it was to be set 40 to 50 feet back, leaving a "parkway" for landscaping.

Tennis court construction began in 1926. A Chamber of Commerce committee was formed in 1930 to raise funds for erecting a "civic stadium" near 27th and Messanie streets (Clippings; 11 February 1930). That same year, the city became of member of the Western League of baseball, and the stadium was proposed to host games for a farm team from the St. Louis Cardinals. The ballpark grandstand was designed by Eugene Meier and Everett Johns. The contract was granted to Lawhon Construction Company in 1930, although funds were still being raised for its construction (Clippings; *St. Joseph Gazette*, 21 March 1930). Apparently the stadium was not completed at this time, as W.P.A. funds were used in the late 1930s to finish construction (Clippings; *St. Joseph Gazette*, 13 April 1938; *St. Joseph News-Press*, 1 August 1939).

Bartlett Park

Bartlett Park was owned by the City of St. Joseph before plans for a city-wide park system were made. The majority of the present-day park had been donated by the Bartlett Brothers Investment Company in 1908. Some construction had already begun at the site by the time Charles Mulford Robinson presented his plan for a parks system to the Ad Club of St. Joseph. The drive through the park at that time contained what Robinson felt to be "some dangerously sharp curves." The open meadow on the crest contained a storage room and "comfort station." It was his recommendation that these be moved to the east. Overall though, he felt Bartlett Park to be "extremely well planned."

> The open meadow on the crest will make a beautiful play field for little children, and in fancy one can see it dotted with May poles and, through all the summer months that follow, a fairyland of delight. It should always be as open and free as it is to-day. . . if a band must play occasionally in Bartlett Park, I would give the musicians chairs on the turf rather than mar by a stand that open meadow (Robinson, 1910).

As Bartlett and Krug parks were the only parks owned by the City of St. Joseph at the time Robinson was hired, he naturally felt that the existing size of twenty acres was too small to meet the future needs of the city. He recommended extending the park to the north one block to Mitchell Avenue. At that time, all of the land was vacant, a condition which Robinson did not expect to continue, given Mitchell Avenue's future importance in the city street system. Although he recommended that the park be nearly doubled in size, only an additional four acres would eventually be purchased in 1921 through condemnation.

In George Kessler's 1912 report to the Board of Park Commissioners, he noted that Bartlett Park was "hardly of sufficient size for satisfactory use by the much greater population which will center in that region." He suggested acquiring unimproved tracts of ten acres each to the north and south, thereby increasing Bartlett to 40 acres. He recommended that the park be used both for "pleasure and playground combined." (Kessler Files; 1910-1912). Unfortunately, the City was so preoccupied with the legal action involving the acquisition of Prospect Park that the plans for expanding Bartlett fell through, and were never carried out. Improvements to the existing property, however, were begun at this time. From 1910 to 1913, $14,509.00 were spent on Bartlett Park.

George Burnap's plans from 1916 do not call for enlarging Bartlett Park. In his scheme for the St. Joseph park system, each of the major parks focused on single theme. Bartlett was to be the "horticultural" park in the system, with provisions for floral displays. By 1921, several species of flowering shrubs were planted, as well as rows of Lombardy poplar and white birches.

It appears that over the years, Bartlett Park has served the role envisioned for it by all three prominent planners. The open meadow which delighted Robinson has been retained, and Kessler's idea of Bartlett serving as both pleasure and playground continues today. Although many of the original plant materials installed after Burnap's plan are no longer extant, Bartlett today boasts a collection of large deciduous shade and evergreen trees, small flowering trees, and flower displays. More significant is its association with the development of the entire park system. As one of only two parks owned by the city at the time the plans were being developed, it (along with Krug Park) determined the location of the linking parkways. Had Bartlett Park not been included, it is likely that the parkway system would have taken a different route.

Fairview Golf Course

Prior to the development of Fairview Golf Course, the city of St. Joseph had a municipal golf course at approximately 29th and Doniphan. Once the land was condemned for the new parkway system in 1921, though, citizens rallied to have the golf course moved so that it was part of the system. Perhaps the most notable resident working towards this end was Frank Wickizer, an editor known as "Mr. Municipal Golf of St. Joseph." The Rotary Club also got into the act, adopting a resolution in 1922 requesting the park board to establish a free municipal golf course. The pressure to move the municipal golf course adjacent to Southwest Parkway succeeded, although the land for the new golf course was not immediately available for purchase. In a hurry to make the course available for play, the city decided to lease the land at first until other arrangements could be made.

The first tract of land leased was south of Pacific Street near 36th. The city engineer, W.K. Seitz, prepared the layout of the nine holes in May of 1922. This proved to be inadequate for the number of players, and another tract of land was added to the east, making a total of 117 acres. A five-year lease and purchase option was arranged for $70,500.00. Each year from 1923 to 1927, the city appropriated $14,000.00 for the purchase. Eventually, an 18-hole course was laid out. Approximately 70 acres were already in turf, making almost half the eventual course immediately available for players.

Nine new holes were added in 1924, which then constituted the front nine. Additional acreage was placed into turf that year. There was a clubhouse by this time, with "all the modern conveniences for men and women." Also in 1924, 33rd Street was paved to the entrance of the golf course. Work continued rapidly on the course, with permanent greens underway in 1925. Already, the course was gaining a favorable reputation, and was "pronounced among the finest in the country by experts who have gone over them." (Clippings)

In addition to the high maintenance needs of a golf course, the course needed other occasional work. In 1937, a $7,200.00 federal grant was received to complete work of rebuilding the course. For the most part however, the course remained unchanged until Highway 36 was constructed. In anticipation of the highway, in 1957 the city purchased three tracts of land to the south, totaling 35.8 acres at a cost of $2,628.00. Then in 1958, it sold 17.34 acres to the State Highway Department for $220,000.00.

The construction of the highway resulted in the loss of holes number 10 and 13, the demolition of the clubhouse, and the removal of the maintenance shop/pro residence to its present site east of the current clubhouse. Improvements were made to this structure, which today houses the greenskeeper. After the loss of holes 10 and 13 in 1958, the course was redesigned by the club pro, Everett Owens. For the most part, the fairways remained the same and most of the historic

trees were retained. Some holes were renumbered, the two missing holes were added, and several greens were moved. Since that time, the front and back nines have switched a few times. After Everett Owens, another club pro, Greg Wood (also known as Craig), redesigned a few greens. During the 1970's and '80's, a course member planted several trees on the course. The former ditch hazard was altered to ponds, reducing the difficulty of the course. Despite the constant maintenance and alterations required for a golf course, Fairview Golf Course today retains an appearance of a historic course due to its difficult fairways and mature trees. More importantly, it still serves its original function as a public golf course. Under the jurisdiction of the city parks department, it plays an important role in the provision of outdoor recreation for the citizens of St. Joseph. Fairview's primary significance is not dependent upon its **design** as a historic golf course, but rather on its **function**.

Commercial Park

Known also today as "South Park," the site originally was a twelve and a half acre tract belonging to the railroad. Located in an industrial center of St. Joseph, it was historically referred to as Commercial Park. A packing house, brickyards, cement sewer pipe works and other various industries were nearby, as were the residences of the industrial and railroad workers. For many years, this site provided the only recreational activities in this predominantly industrial area of St. Joseph. Kessler's plans show a boulevard coming by the site, but his proposed neighborhood park was located further to the west at 11th Street. George Burnap's proposed park system plans from 1916 indicate a park closer to the present site, but situated on the east side of 22nd Street, rather than the west.

By the time the Board of Park Commissioners renewed their commitment to the St. Joseph park system in 1921, their plans recommended a park in the present location. Photographs from 1921 reveal that small wooden buildings were located in the field, and reports indicated that the railroad had no special use for the tract. However, that did not stop a protest by the railroad against the valuation. Although the property was condemned in 1921, in 1922 hearings were conducted on the condemnation proceedings for South park. The city valued the land at $2,500.00, while the Stallard-Schmidt Company placed the value at $9,000.00, most of which was damage to business.

The differences were eventually settled, and by 1923, nearby residents were requesting input into the proposed improvements for South Park. Most of their requests centered around the need for recreational facilities. It wasn't until the bond issue passed that any money was available for development, however. In 1925, construction on the sewer began, which allowed for the eventual development of the low-lying land. A new lighted ball diamond at "South Park" was dedicated in 1937, and pronounced "one of the best softball plants in the middle west." From its time of development, Commercial (or South Park as it is called today) has remained an important recreational field for the nearby working-class residents. It is also reflective of the class

distinctions found in city services. The park's level of development clearly indicates a disparity in the amount of expenditure for various parts of the city. As such, it is significant for its associations with the development of the city, and the park system as a whole.

King Hill Overlook

King Hill has the historical reputation of being variously an Native American lookout spot, meeting place, and burial ground. It was named for John King, a fur trader and trapper for Joseph Robidoux. Prior to the development of any park plans for St. Joseph, the land was used for the south side reservoir for the municipal water department. Charles Mulford Robinson describes King Hill as one of "the three hills" in his 1910 report. These hills were park sites in his "inner zone" of parks. By the time of his report, the water company had already offered the use of the land for park purposes. Robinson felt that the site was ideally situated for a park, especially since it was surrounded by crowded homes of the stockyard and packing house workers. "If a social worker with fairy wand that would grant him any single wish . . ., doubtless his wish would be for just such a hill as this." Robinson's recommendation for using the water company's site as park land included expanding the acreage and removing or altering the existing feature—an "unescapable dominating soap sign." (Robinson, 1910)

George Kessler's plans of 1912 also show King Hill as a proposed park site, connected with the rest of the parks system. However, his report does not refer to it, and instead concentrates on another site owned by the water department—the waterworks site north of town. George Burnap's plans of 1916 include King Hill in the system of parks and drives, but he goes into more detail for its proposed development. Not only did he propose a parkway from the east, but also one to the south, connecting eventually with Hyde Park. Artistic renderings were prepared of King Hill and the water tower, showing the tank enclosed in a stone tower.

When the Board of Parks Commissioners took up the parks cause in 1921, King Hill was mentioned as serving as an outlook point. However, the parks system plans printed in the paper in 1926 prior to the bond elections often did not include King Hill. This may have been because it was not necessary to purchase the land for the park. In addition, the land for the roadway was, for the most part, already purchased by 1921. Therefore, there was not much need for the Parks Board to justify the inclusion of King Hill in the system. It was regarded almost as a bonus: "The other big surprise will be the view from the top of King Hill, . . . [which] almost equals the view from an airplane. All of south St. Joseph, with the packing and milling district, 'lies at the feet' of the view, and the business district district to the north" (Clippings; 4 April 1925).

The park was not "official" until 1927, when a contract between the St. Joseph Water Company and the parks department granted the city the use of the site "in perpetuity" for park purposes. That same year, a road was constructed on the property. In 1928, a bridge was constructed, allowing travel to the top of the hill. Cave-ins and earth slides hampered construction in 1929,

and the "mound" was rebuilt in 1938 by the federal government work force. In 1969, the King's Hill Archeological Site was listed in the National Register of Historic Places under Criterion D.

Vantage, or "overlook" sites were typical features of late nineteenth and early twentieth century park systems in cities which had the proper topography. For a river city such as St. Joseph, such a park would have been nearly a necessity. However, due to the city's late start in developing a park system, most of the hills of St. Joseph had already been developed as residential neighborhoods. The one prime site overlooking the river, first proposed as Prospect Park, faced overwhelming opposition when it was first announced. Thus King's Hill (as it was first called) was left to provide scenic views in the park system. It is significant for this, and for its role in the development of the city-wide system as a whole.

Hyde Park

Hyde Park has historically served as the south anchor for the system of parks and boulevards in St. Joseph. The park system plans by both George Kessler and George Burnap do not indicate that much thought was given to this southernmost park. Its projected size was relatively small, but this was more than adequate for the population in the area at the time. As the growth of St. Joseph continued southward, however, Hyde Park's significance to the system grew.

Charles Mulford Robinson first recommended the acquisition of Hyde Park, an area which by 1910 was already informally used as a park. He felt that south St. Joseph, being a densely populated area, needed some other park provision other than "a steep hill" (King Hill Overlook).

> For however beautiful the views may be from the hill, there are among the residents many who are old and many who are young and many who are frail - the three classes that most need the ministrations of a restful park - who cannot climb. For all of these, as well as for the strong, a very beautiful park site is that which is already informally used on Hyde Park Avenue. This is at street grade, in easy walking distance of numbers of the homes, and there is the charm of water, of great trees, of copse and glade and even of hill if one wants it. To lose the opportunity to use this park, would mean to South St. Joseph the loss of a community birthright (Robinson, 1910).

In George Kessler's 1912 report to the Board of Park Commissioners, he does not appear to have given much thought to the development of Hyde Park, although he noted that it was a "model tract" and that the owner of the property was "friendly" to the project. He felt that the acquisition cost would be quite reasonable. In fact, Calvin Hyde eventually donated ten acres in 1915. Thus by the time George Burnap began working on the St. Joseph park system, Hyde Park had already been donated to the city. At the time that the Board of Park Commissioners accepted the donation, it also asked City Council for $10,000 to purchase an additional 10 acres to the east and for another $5,000 for improvements. Burnap's earliest plans reflect only these occurrences.

However, by 1921 Burnap and the Board recommended enlarging Hyde Park to nearly 94 acres by acquiring land to the south and east.

It took nearly four years to convince the public of the plan's worth and to begin the condemnation and purchase of the rest of the land for Hyde Park. In 1926, the final payment for the Hyde Park property was made, and its boundaries have remained intact since that time.

One of the selling points for the entire parks system was the provision for a zoo. Hyde Park was the proposed location of this zoo. However, not wishing to alienate the surrounding residents, the Board was quick to point out that Hyde Park would "also contain ample provision for playgrounds." It is somewhat interesting to note that these early discussions of the zoo emphasized that there would not be a great variety in the animals displayed, but that the focus would be on showing them in natural habitats. The plans included a buffalo run, a deer park, cages for bears, and a sea lion area. In 1926, the Olmsted Brothers, a landscape architectural firm from Massachusetts, prepared a report for the Parks Board which strongly advised against locating the zoo in Hyde Park. One of the problems with the site was its low-lying character and the associated dampness. Eventually however, animals were kept in Hyde Park, but were removed after a tragic incident in 1936 when the caretaker, John C. Hane, was killed by a camel.

Development of other areas of Hyde Park began before the purchase of the additional lands were completed. In 1924, two tennis courts were constructed on land owned by Calvin Hyde just east of the original Hyde Park tract. East of the tennis courts was a ball diamond, which was fenced to keep out wandering stock (an indication of the rural character of surrounding development). An old cement base was remodeled into a wading pool for children, and playground equipment was added. The development of the rest of Hyde Park depended upon installation of sewer pipes and drainage. This began with the western portion in 1925, allowing for the cleanup of the southwest section which had previously been left natural. This "development," however, consisted primarily of sowing the area with bluegrass. A steel pedestrian suspension bridge over the park drive was constructed in this section in 1949 by city crews using mostly salvaged materials.

Burnap's revised park system plans of 1924 designated the location for a municipal swimming pool in the park. Designed by the city engineer, William K. Seitz, it was completed in 1925. This pool was eventually replaced in 1955. Other recent additions in the southeast section include updated playground equipment and new ball diamonds. This section has retained its original design intent as an active recreational area. The remainder of the park retains a high degree of integrity, and is significant for its historic associations with the development of the St. Joseph park system. The city recognized the need to provide recreational and park facilities for all of its citizens. In spite of its distance from the heart of the city at the time, Hyde Park was always a key component of the overall plan.

The Park System Drives

As noted in the amendment #2 to *MPS "Historic Resources of St. Joseph,"* Charles Mulford Robinson introduced the issue of park approaches and connecting drives. Although St. Joseph had done little in the way of park development prior to his report in 1910, the city had done nothing in the way of park system drives. In Robinson's recommendations for park connections, he appears to have relied heavily on existing roadways. His reasoning for this appears to have been his desire to reduce the cost for acquisition, thereby insuring that the city would accomplish something quickly. Thus is was up to the prominent landscape architects, George E. Kessler and George Burnap, to lay out the system of parkways and drives for which St. Joseph would become famous.

When George Kessler proposed his system of parks and connecting drives for St. Joseph in 1912, he divided the boulevards and parkways into inner, outer, and connecting systems "for the purpose of analysis and study." He also further defined his system by classifying the types of parks and roadways. A **drive** was an informal roadway for vehicles, equestrians, and pedestrians "which may extend into the country and through open places." (Kessler files; 1910-1912) A **boulevard** on the other hand, was a city street under the control of a park board.

Noyes Boulevard was first envisioned in George Kessler's plans of 1912, and work began on it almost immediately. While the controversy over the acquisition of Prospect Park was raging, the work on Noyes and "A" continued, in spite of protests over the method of its acquisition and assessment. This route was then included by Burnap in his plans for a park system, including the jog at Messanie to the east which was to become Parkway A.

George Burnap's plans of 1916 utilized much of Kessler's previous work, although the scope of the project had been reduced. The outer encircling system of drives had been eliminated. It was Burnap plans and subsequent revisions that finalized the location of the drives, as well. When the local initiative began to pass the park bond issues, the newspaper editorials were much in favor of the plan by this time. However, one writer in particular was quite unhappy with the names of the parkways, and called for a change. "Names like 'Northeast Extension' and 'Northwest Extension' are singularly inappropriate for parkways, which by their very nature call for something poetic or historic in the way of terminology." As late as 1926, when the paper published a sketch of the plans for the drive systems, the parkways were still being referred to by locator-type names, such as "Corby Grove-Krug Parkway" and "the northwest project." (Clippings)

The plans published in 1926 newspapers were prepared by W.L. Skoglund, the superintendent of the St. Joseph parks department, who also happened to be a landscape architect. He most probably was assisted by the city engineer, who worked on much of the grading of the roadbed and crossings in the system. Most of the bridges in the park projects were designed by W.G.

Fowler, bridge engineer to the park board. The parkways received the greatest amount of coverage by the newspapers, and the published plans reveal that they have retained a high degree of integrity of design intent.

By this time, the Commissioners were making a distinction between boulevards and parkways. City engineer W.K. Seitz defined a boulevard as:

> a formal arrangement of paving, curbs, gutters, trees, turf and lights. It is sort of a glorified street, with straight lines and right angles, taking no account of topographical conditions, but running up hill and down dale like a commercial thoroughfare (Clippings; 19 September 1921).

Noyes, by his definition, was a real boulevard. A true parkway, on the other hand, was an "adaptation and embellishment of natural conditions." Parkway A fit this description, and provided an interesting break in the formal drive from Corby Grove to Bartlett Park.

The grading of the remainder of the parkways was underway in 1926, just before the bond election. Although plans were for the grading to be completed that same year, it wasn't until 1927 that the grading work was finished. Also completed in 1927 were the many bridges required for the parkways. Except for a few small gaps in places, the boulevard system was considered complete in December of 1927, when the Board of Park Commissioners held an official opening of the park drives. Lighting of the boulevards was worked on in 1929, and an extensive tree planting program was undertaken in 1930.

Work continued on the parkways, as well as the parks, with the various federal aid programs. CWA and FERA programs worked on road construction and re-paving in 1934. Tree planting continued in 1937 as part of a $35,000 WPA project. WPA funds in 1941 continued to drive improvement. About this time, the lack of names, and the corresponding lack of signs, led to many complaints by local citizens who were getting lost on the system. The confusions caused by the lack of signage actually led to the capture of a criminal suspect by city police. "Motorist Hunted by Police is Trapped by City Boulevard System" read the headlines of a story in 1947, when the suspect got lost on the St. Joseph Parkways (Clippings; 22 July 1947). Signage was not in place on the parkways until 1967 (Clippings; 9 October 1967).

As occurred across the nation, the elms along the parkways and boulevards were struck by Dutch Elm disease. In 1961, the parks department noted that they were dying "faster than we can cut them out." Five hundred had died between 1956 and 1961 (Clippings; 10 August 1961). As large trees remained for a few years, a vigorous schedule of replanting did not occur until the 1970s (Clippings; 23 April 1973).

CONCLUSION

Due to a lack of a progress towards the development of a nationwide historic context in the area of landscape architecture, as well as a scarcity of completed inventories on designed landscapes, it is difficult to evaluate the St. Joseph Parks and Parkway System at a higher level of significance than locally in the area of LANDSCAPE ARCHITECTURE. The lack of inventory, in particular, makes it difficult to draw any nationwide conclusions regarding a park system in a city of St. Joseph's size. Questions such as "Does St. Joseph have one of the more intact systems (regarding integrity of all planned resources within the entire system) in the country?" must remain unanswered until further research is completed.

At the state level, only two other city park systems in Missouri have been inventoried. Although Kansas City's park system has long been recognized by landscape historians for its national significance in landscape architecture, primarily for its association with George Kessler, the inventory of this system has revealed that it does not retain integrity in as many resources (percentage-wise) as does St. Joseph (Kansas City's park system is, of course, much larger in size and scope).[7] Excelsior Spring's park system, also planned by Kessler, has also been inventoried, but fewer of that city's resources retain their integrity (Wolfenbarger, 1994). St. Louis has several significant individual parks, but is not recognized for a connecting system of parkways. Thus while St. Joseph's system may have a state level of significance as an early twentieth century park system, unfortunately, due primarily to the lack of a historic context, it has been decided to recommend a local level of significance for the St. Joseph Park and Parkway System historic district. However, the lack of research in the area of historic landscapes should not preclude resources from being listed at the national level of significance, as some nationally significant landscapes will undoubtedly be nominated prior to the completion of such a body of work. Therefore, the following argument is presented for the purpose of considering the St. Joseph Park and Parkway System for the national level of significance.

The St. Joseph Park and Parkway System is a significant, representative example of a key work of a master in the area of LANDSCAPE ARCHITECTURE--George Burnap. He is one of the first graduates of Cornell University's program, one of the oldest professional landscape architecture degree programs in the United States (Carlson, 28 February 1994). He subsequently taught at

[7]Phase I inventory of Kansas City's Parks -- Wolfenbarger, 1989; and Phase II -- Tourbier and Walmsley, 1991.

Cornell, and was guest lecturer at many of the nation's earliest landscape architecture degree programs. Burnap is also recognized for his work during his tenure in the Office of Public Buildings and Grounds in Washington, D.C. The parks and sites under his jurisdiction would eventually be administered by the National Park Service, and include some of our nation's most significant landmarks. Burnap was involved in the redesign of several key parks. Meridian Hill in the District of Columbia is currently listed as a National Historic Landmark (Carr, n.d.).

George Burnap was also a consultant for park design in numerous cities on the east coast and in the Midwest (Marquis, 1925). He later collaborated with Jacques Greber, and practiced for a time in France. His 1916 book, *Parks: Their Design, Equipment, and Use*, was for many years the only published monograph on this subject. His theories on park design undoubtedly influenced generations of other landscape architects and park administrators. He is clearly nationally significant in the field of landscape architecture during the 1910s and 1920s.

According to current, still incomplete research, St. Joseph is the only city for which Burnap prepared plans for an entire system park system, which included parkways connecting with parks. Preliminary research already indicates that for the majority of cities listed in Burnap's biography, his work consisted only of park plans, and in some instances, the redesign of existing parks. It is possible that Burnap planned the system of parkways in Council Bluffs, Iowa. In this instance, though, this would have involved connecting several existing and developed parks. Only in St. Joseph could Burnap have started with virtually a "clean slate." Most cities of St. Joseph's size and wealth in the late 1910s already had some sort of system of parks. The city presented a rare opportunity for Burnap to apply his design and planning expertise to an entire system. In other communities, he was usually relegated to the design of just one park, or to the redesign of parks which were in need of a "facelift."

At the same time Burnap is credited with the design and implementation of the entire St. Joseph Park and Parkway system, it is important to note that, in the area of COMMUNITY DEVELOPMENT AND PLANNING at least, the slate was not completely clean. For in addition to its significance for its association with George Burnap, the St. Joseph Park and Parkway system, in its final form, is also significant as the collaborative work of three master landscape architects--Kessler, Robinson, and Burnap. The system's plan was the end result of George Burnap building upon the plans and recommendations of Charles Mulford Robinson and George Kessler, whose works preceded his own. Robinson's nationwide significance in the area of community development and planning is widely acknowledged (Newton, 1971; Wilson, 1990). The author of several books on the subject, Robinson prepared planning reports for only 25 cities. St. Joseph eventually implemented his recommendations for a system of parks and parkways, closely following his site recommendations. George Kessler, whose work has been recognized and listed in the National Register of Historic Places, followed

Robinson with recommendations of his own. One parkway was constructed during his tenure with the St. Joseph Board of Park Commissioners. It was up to George Burnap, however, to review what had been done up to this point and come up with a final master plan. It was Burnap's plans which were used to pass the bonds necessary to fund construction of the system, and he was retained as a consultant through the construction phase as well.

It is not unusual for designers to work in a city where other nationally prominent planners had worked before. Usually, however, the designer was asked to plan for additions to an existing system, or to "update" a park which was in need of a new design. This had happened to Burnap in Omaha, a town whose system was originally planned by H.W. Cleveland. Here he worked on the redesign of an existing park. In St. Joseph, however, he followed closely on the heels of two men recognized nationwide for their work in city planning. Both Robinson and Kessler were receiving commissions across the country, and eventually across the world. Burnap would also eventually work outside this country, but the plans for the St. Joseph park system occurred early in his consulting career. The city nonetheless benefited from his experience with the parks in Washington, D.C.

The St. Joseph Park and Parkway System may eventually be evaluated as nationally significant under Criterion C as what appears to be the only example of an entire park and parkway system designed by an acknowledged master in the area of LANDSCAPE ARCHITECTURE--George Burnap. It is also one of the rare instances where a designer's complete plans for a system were actually implemented. In many communities, it was common to only construct a portion of a planned city-wide park system. St. Joseph not only implemented all of the key portions of George Burnap's plan, but the city has maintained these resources so that all retain their integrity. The St. Joseph Park and Parkway System may also be evaluated as nationally significant under Criterion A in the area of COMMUNITY DEVELOPMENT AND PLANNING as the unique, although unintentional, collaboration of three people who were instrumental in the origins of city planning in this country--Robinson, Kessler, and Burnap.

The historical data on the individual parks is summarized from data found on individual survey forms for the park and parkway system survey forms in 1991, and in the summary survey report:

Wolfenbarger, Deon. "St. Joseph's Parkway & Boulevard System: Landscape Architectural/Historic Survey." July 31, 1991.

The sources used to complete the forms are as follows:

Published materials

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Additional sources used in the preparation of the district nomination are:

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M. 15/343430/4404570
N. 15/341065/4404220
O. 15/341435/4404840
P. 15/343200/4405630
Q. 15/341300/4406620

VERBAL BOUNDARY DESCRIPTION

The boundaries of the nominated historic district correspond to the legally recorded boundary lines of the following public parks: Krug Park, Corby Grove, Noyes Athletic Field, Bartlett Park, Fairview Golf Course, Commercial Park [South Park], King Hill Overlook, and Hyde Park; and to the connecting parkways and their right-of-ways: Northwest Parkway, Northeast Parkway, Corby Parkway/Maple Leaf Boulevard, Noyes Boulevard, Parkway A, Southwest Parkway, and King Hill Drive. The extent and configuration of the system is represented on the attached site map, "St. Joseph Park and Parkway System Historic District, St. Joseph, Missouri" and the boundaries are more specifically represented on the attached site maps, adapted from city planning maps, for the individual system elements.

BOUNDARY JUSTIFICATION

The boundaries of the nominated historic district include all the city-owned land historically associated with each resource and which comprise the unified parks and parkway system; the historic boundaries coincide with the current boundaries, with the exception of land which was lost from Fairview Golf Course as the result of highway expansion, and one modern section of Hyde Park which is not related to the areas or period of significance and is, therefore, excluded. The parks land is delineated on plat maps only as the city parks; it is not conventionally designated (i.e., lot and block numbers). It also includes that land which has been historically associated with King Hill Overlook, a site owned by the Missouri-American Water Company with an easement in perpetuity granted to the City of St. Joseph for park purposes. The boundaries of the parkways include only the road surface and the right-of-way, which, as a designed landscape, varies according to topography and other aesthetic considerations; some parkway boundaries are less than originally designed, due to some loss of integrity as the result of intersection reconfigurations.

The following information is the same for each photograph:

Location of original negative: Community Development Department; City of St. Joseph; St. Joseph, Missouri.

The photograph information is arranged as follows:

Photograph number
Name of photographer
Date of photograph
Direction of camera (e.g., "Facing *SW*")

Some of the negatives used were taken during the inventory of the parks system in 1991. In these instances, all photographs were compared in the field with existing conditions in July, 1994 to insure that no changes had occurred in the interim period.

1
Laura Norris
10/15/93
Looking northwest

2
Laura Norris
10/15/93
Looking south

3
Laura Norris
10/15/93
Looking northwest

4
Laura Norris
10/15/93
Looking southeast

5
Laura Norris
10/15/93
Looking southwest

6
Laura Norris
10/15/93
Looking northeast

7
Laura Norris
10/15/93
Looking northwest

8
Laura Norris
10/15/93
Looking west

9
Laura Norris
10/15/93
Looking north

10
Laura Norris
10/15/93
Looking southeast

11
Laura Norris
10/15/93
Looking northwest

12
Laura Norris
10/15/93
Looking southwest

13
Deon Wolfenbarger
5/21/91
Looking north

14
Laura Norris
10/15/93
Looking east

15
Deon Wolfenbarger
5/21/91
Looking southeast

16
Laura Norris
10/15/93
Looking south

17
Deon Wolfenbarger
5/21/91
Looking northeast

18
Deon Wolfenbarger
5/21/91
Looking north

19
Deon Wolfenbarger
5/21/91
Looking south

20
Deon Wolfenbarger
5/21/91
Looking northeast

21
Deon Wolfenbarger
3/07/91
Looking east

22
Deon Wolfenbarger
3/07/91
Looking east

23
Deon Wolfenbarger
5/21/91
Looking southwest

24
Deon Wolfenbarger
3/07/91
Looking northwest

25
Deon Wolfenbarger
3/07/91
Looking southeast

26
Laura Norris
10/15/93
Looking north

27
Deon Wolfenbarger
3/07/91
Looking north

28
Deon Wolfenbarger
3/07/91
Looking south

29
Deon Wolfenbarger
3/07/91
Looking northwest

30
Deon Wolfenbarger
5/21/91
Looking northwest

31
Deon Wolfenbarger
5/21/91
Looking northwest

32
Deon Wolfenbarger
5/21/91
Looking southeast

33
Deon Wolfenbarger
5/21/91
Looking northwest

34
Deon Wolfenbarger
5/21/91
Looking east

35
Deon Wolfenbarger
5/21/91
Looking northwest

36
Laura Norris
10/15/93
Looking east

37
Deon Wolfenbarger
3/07/91
Looking west

38
Deon Wolfenbarger
3/07/91
Looking east

39
Deon Wolfenbarger
5/21/91
Looking northeast

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Deon Wolfenbarger
5/21/91
Looking southwest

41
Deon Wolfenbarger
5/21/91
Looking northeast

42
Deon Wolfenbarger
5/21/91
Looking southwest

43
Deon Wolfenbarger
5/21/91
Looking west

44
Laura Norris
10/15/93
Looking southwest

45
Laura Norris
10/15/93
Looking northwest

46
Laura Norris
10/15/93
Looking northeast

47
Deon Wolfenbarger
5/21/91
Looking north

48
Deon Wolfenbarger
5/21/91
Looking north

49
Deon Wolfenbarger
5/21/91
Looking south

50
Laura Norris
10/15/93
Looking northeast

51
Deon Wolfenbarger
3/07/91
Looking southwest

52
Deon Wolfenbarger
3/07/91
Looking west

53
Deon Wolfenbarger
3/07/91
Looking northeast

54
Laura Norris
10/15/93
Looking northwest

55
Laura Norris
10/15/93
Looking east

56
Laura Norris
10/15/93
Looking east

57
Deon Wolfenbarger
3/07/91
Looking south

58
Laura Norris
10/15/93
Looking west

59
Deon Wolfenbarger
3/07/91
Looking northwest

60
Laura Norris
10/15/93
Looking east

"Historic Resources of St. Joseph, Buchanan County, MO"–Amendment #2 "The Jewels of St. Joseph: The Parks and Parkways System, 1910-1943"

St. Joseph Park and Parkway System

Resource key for site maps



Photograph key number & direction of camera; key on photograph continuation sheets.



Contributing resource & key number; key follows.



Non-contributing resource & key number; key follows.

——·—— District boundary

Resource Key

KRUG PARK, *contributing site.* (3 sheets)
1 Krug Park Drive, *contributing structure.*
2 Krug Park Lagoon, *contributing structure.*
3 Krug Park Amphitheater Building, *non-contributing building.*
4 Krug Park Amphitheater [bowl], *contributing structure.*
5 The Refectory, *contributing building.*
6 Children's Circus, *contributing structure.*
7 Krug Park Tunnel, *contributing structure.*
8 Restroom facility, *non-contributing building.*
9 Picnic shelter, *non-contributing structure.*
10 Picnic shelter, *non-contributing structure.*
11 Horse barn, *non-contributing building.*

NORTHWEST PARKWAY, *contributing structure.* (3 sheets)
12 Great Western Railway Bridge, *non-contributing structure.*
13 Lover's Lane Bridge, *contributing structure.*
14 Woodburn Road Bridge, *contributing structure.*

NORTHEAST PARKWAY, *contributing structure.* (2 sheets)
15 Gene Field Road Bridge, *non-contributing structure.*

CORBY GROVE, *contributing site.* (1 sheet)
16 Corby Grove Pond, *contributing site.*

CORBY PARKWAY/MAPLE LEAF BOULEVARD, *contributing structure.* (3 sheets)
17 22nd Street Bridge, *contributing structure.*
18 18th Street/Lover's Lane Bridge, *contributing structure.*
19 13th Street Bridge, *contributing structure.*
20 11th Street Bridge, *contributing structure.*

NOYES BOULEVARD, *contributing structure.* (Northern Portion--3 sheets; Southern Portion--1 sheet)

NOYES ATHLETIC FIELD, *contributing site.* (1 sheet)

NOYES ATHLETIC FIELD, *contributing site.* (1 sheet)
21 Stadium & track, *contributing structure.*
22 Tennis Building, *contributing building.*
23 Field house, *non-contributing building.*
24 Swimming pool, *non-contributing structure.*
25 Swimming pool bathhouse, *non-contributing building.*

PARKWAY A, *contributing structure.* (1 sheet)

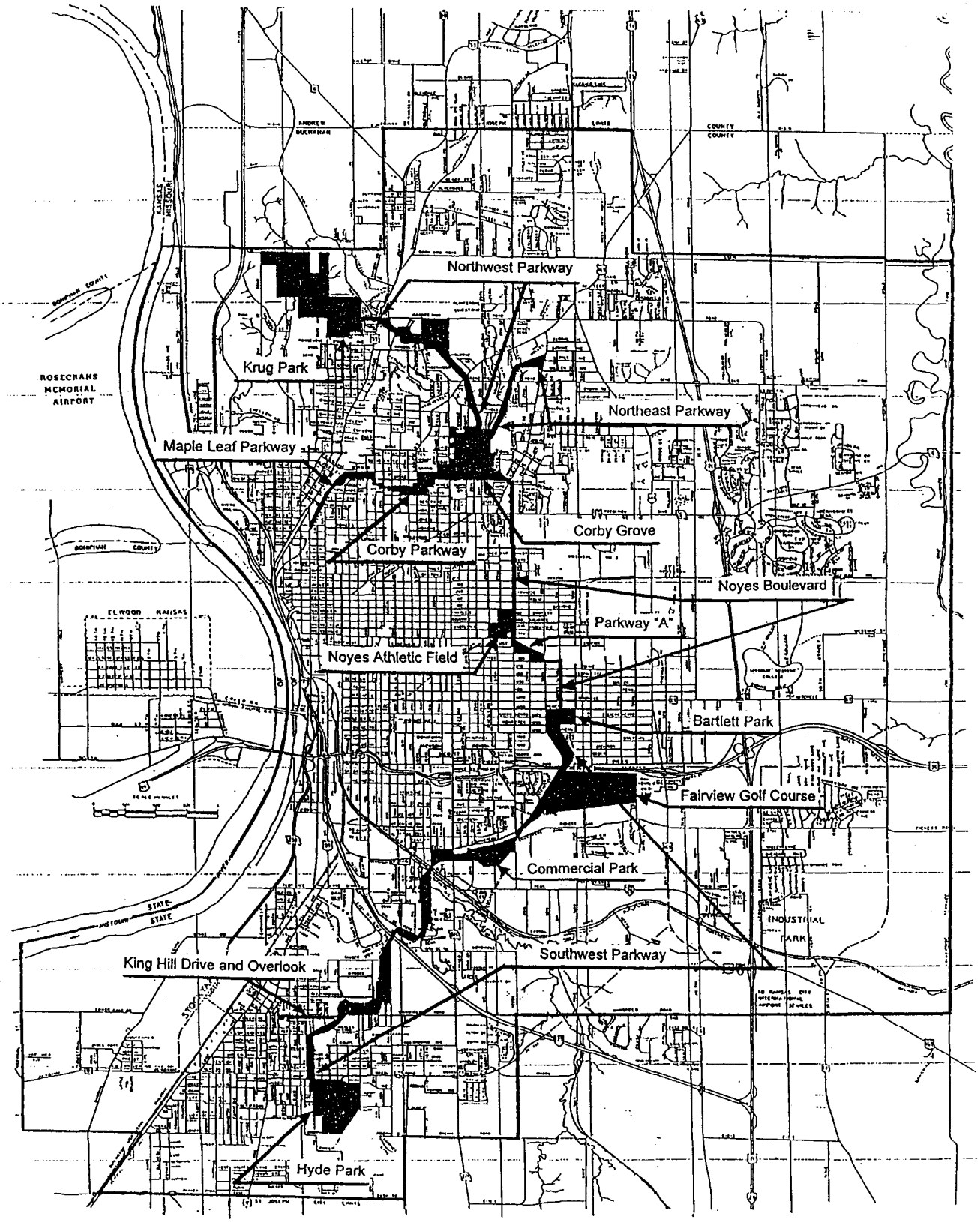
BARTLETT PARK, *contributing site.* (1 sheet)
26 Concession building, *non-contributing building.*
27 Picnic shelter, *non-contributing structure*
28 Restroom facility, *non-contributing building.*

SOUTHWEST PARKWAY, *contributing structure* (resources nos. 29-32 and 36-37) and **COMMERCIAL PARK** (sheet 4), *contributing site* (resources 34-35) (7 sheets)
29 Highway 36 Bridge, *non-contributing structure.*
30 Bridge (connecting Walnut Street to Southwest Parkway), *contributing structure.*
31 Bridge (culvert, at extension of Plattsburg Road), *contributing structure*
32 Phil Welch Stadium, *contributing structure.*
33 Bode Ice Arena, *non-contributing building.*
34 Concession building, *non-contributing building.*
35 Restroom facility, *non-contributing building.*
36 Burlington Northern Railway Bridge, *non-contributing structure.*
37 Interstate 229 Bridge, *non-contributing structure.*

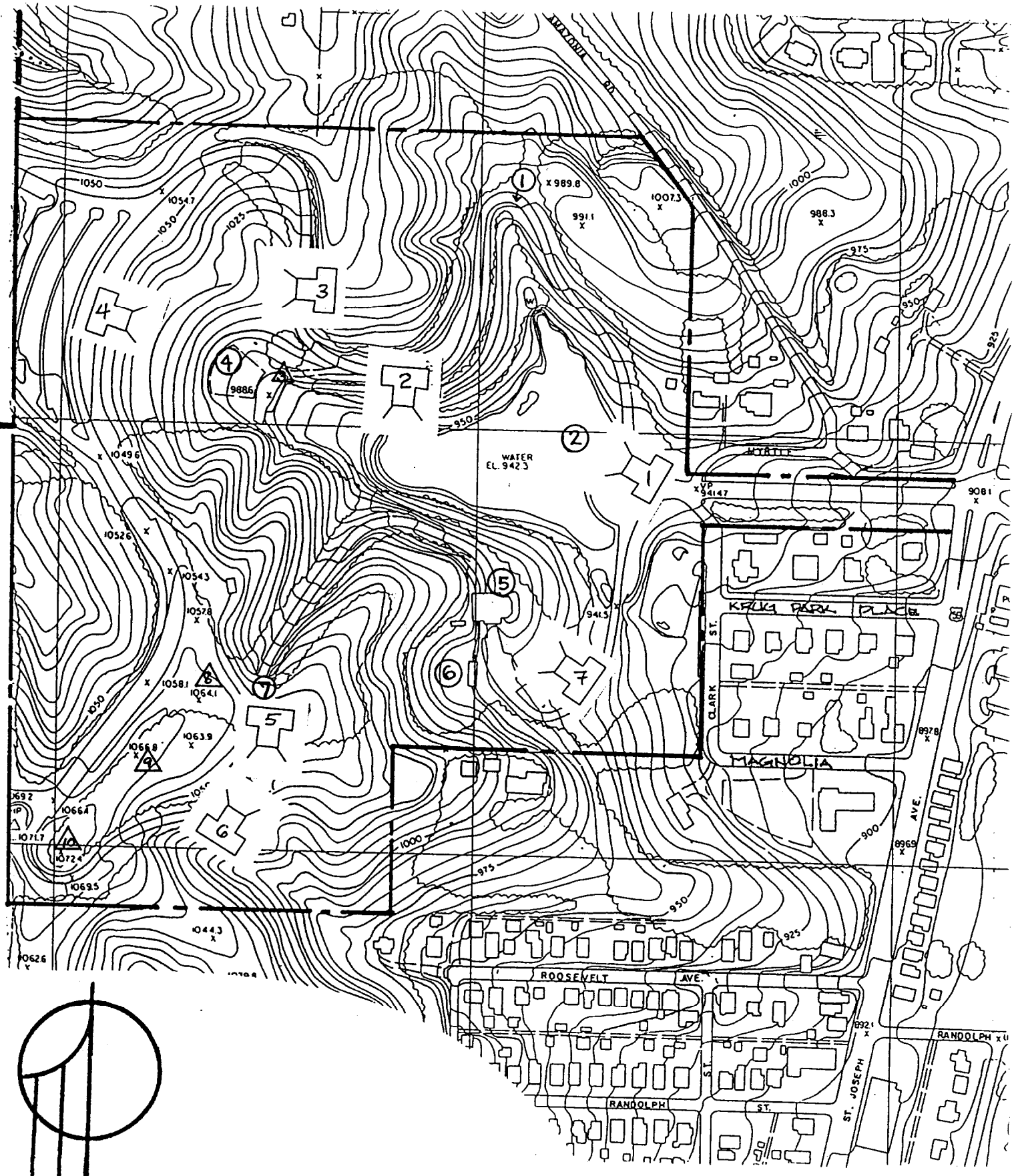
FAIRVIEW GOLF COURSE, *contributing site.* (2 sheets)
38 Fairview Clubhouse, *non-contributing building.*

KING HILL DRIVE, *contributing structure* and **KING HILL OVERLOOK**, *contributing site.* (1 sheet)
39 2nd Street Bridge, *contributing structure.*

HYDE PARK, *contributing site.* (1 sheet)
40 Hyde Park Drive (at Hyde Park), *contributing structure.*
41 Picnic shelter, *non-contributing structure.*
42 Restroom facility, *non-contributing building.*
43 Picnic shelter, *non-contributing structure.*
44 Suspension bridge, *non-contributing structure.*
45 Picnic shelter, *non-contributing structure.*
46 Picnic shelter, *non-contributing structure.*
47 Maintenance building, *non-contributing building.*
48 Swimming pool, *non-contributing structure.*
49 Swimming pool bathhouse, *non-contributing building.*
50 Concession building, *non-contributing building.*



St. Joseph Park and Parkway System Historic District
St. Joseph, Missouri



N.

KRUG PARK

ORIGINAL TRACT

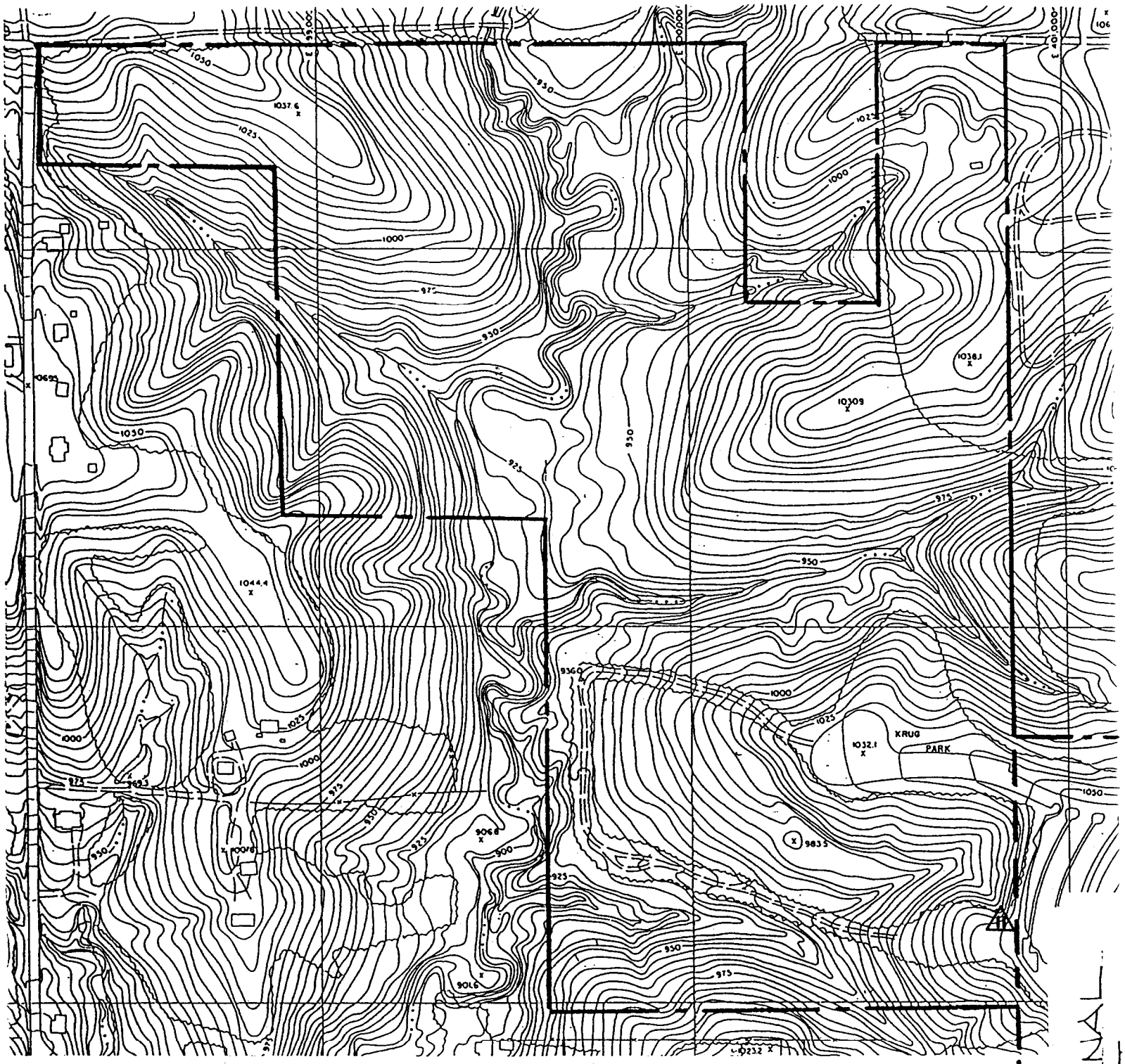
SHEET 1 OF 3

Topography, location of major features and approximate boundary

BOUNDARY

SCALE

0 200 400 500



KRUG PARK

Topography, location of major features and approximate boundary

BOUNDARY

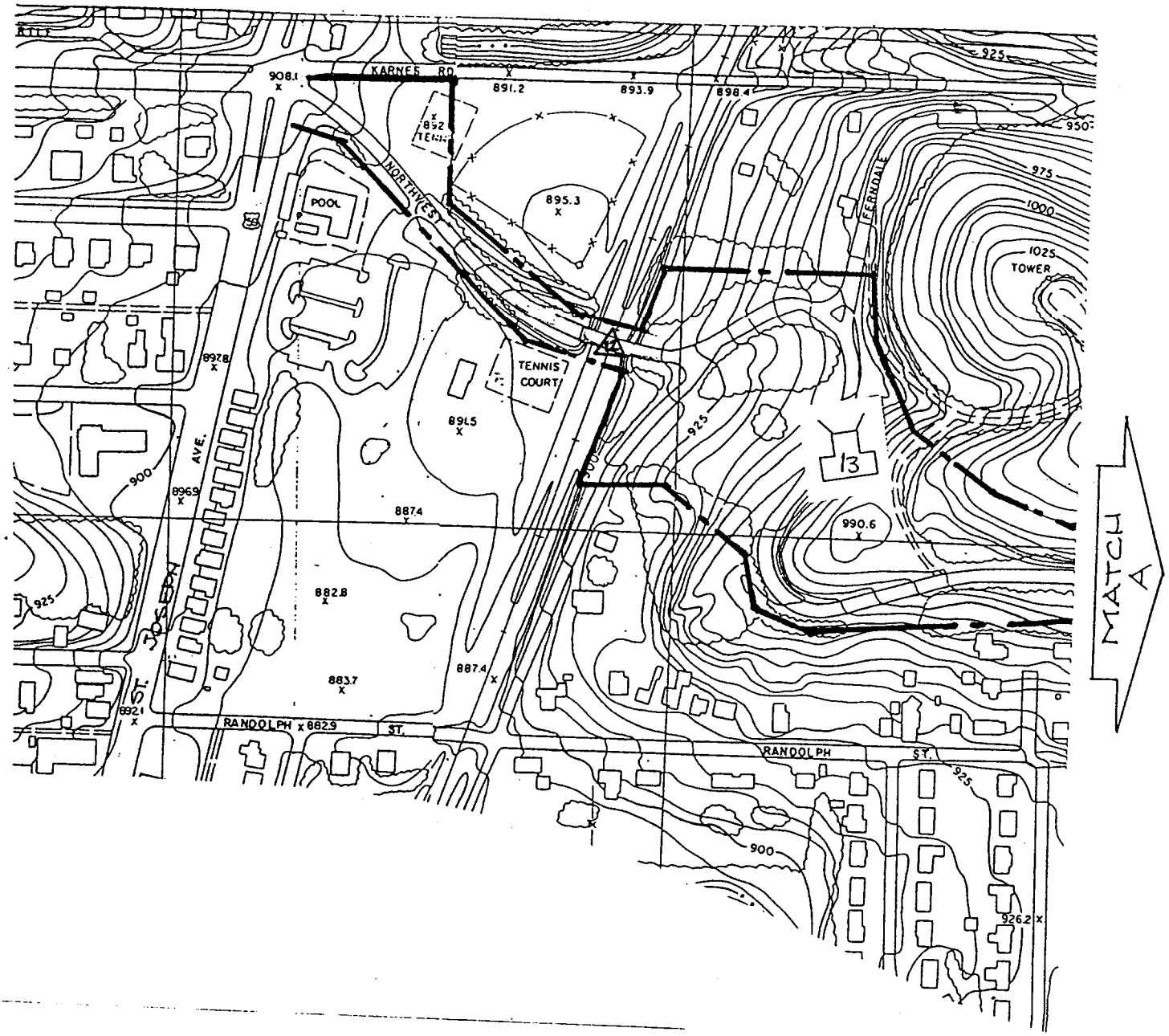
SCALE

0 200 400 500

N

ORIGINAL

SHEET 2 OF 3



NORTHWEST PARKWAY

ORIGINAL TRACT

Topography, location of major features and approximate boundary

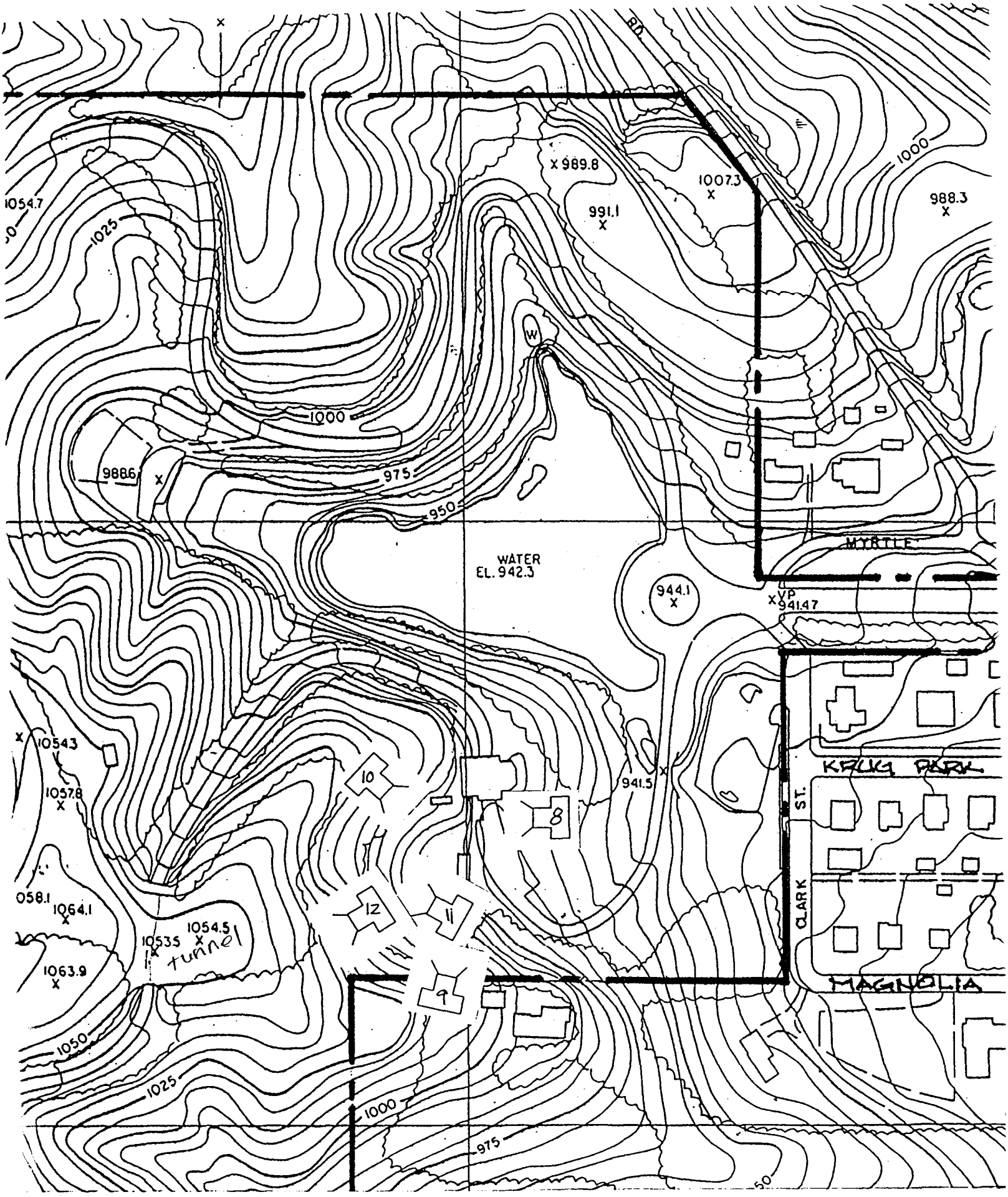
BOUNDARY

SCALE

0 200 400 500

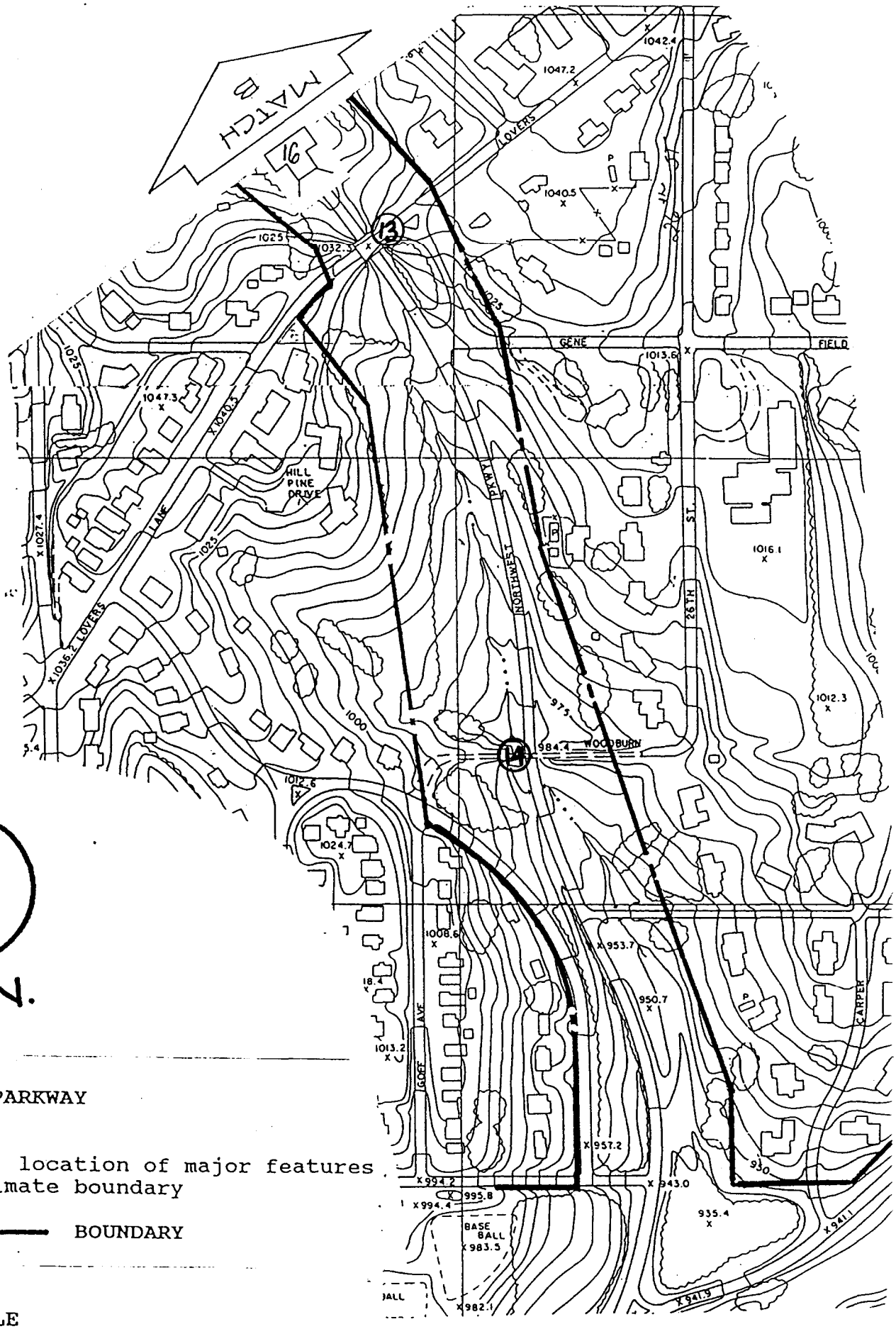
N

SHEET 1 OF 3



Krug Park—Detailed Photograph Key Map

SHEET 3 OF 3

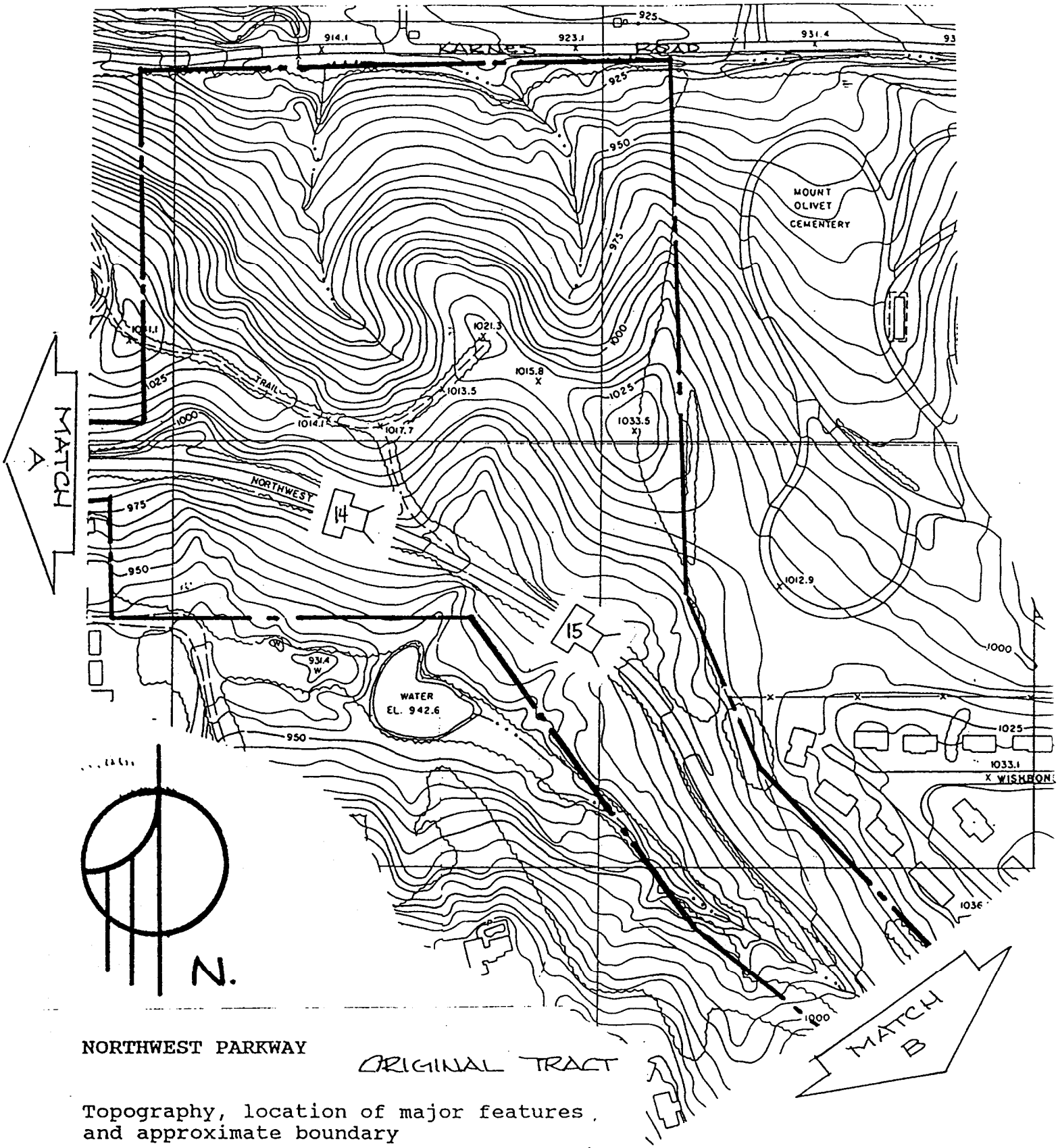


NORTHWEST PARKWAY

Topography, location of major features and approximate boundary

BOUNDARY

SCALE



NORTHWEST PARKWAY

ORIGINAL TRACT

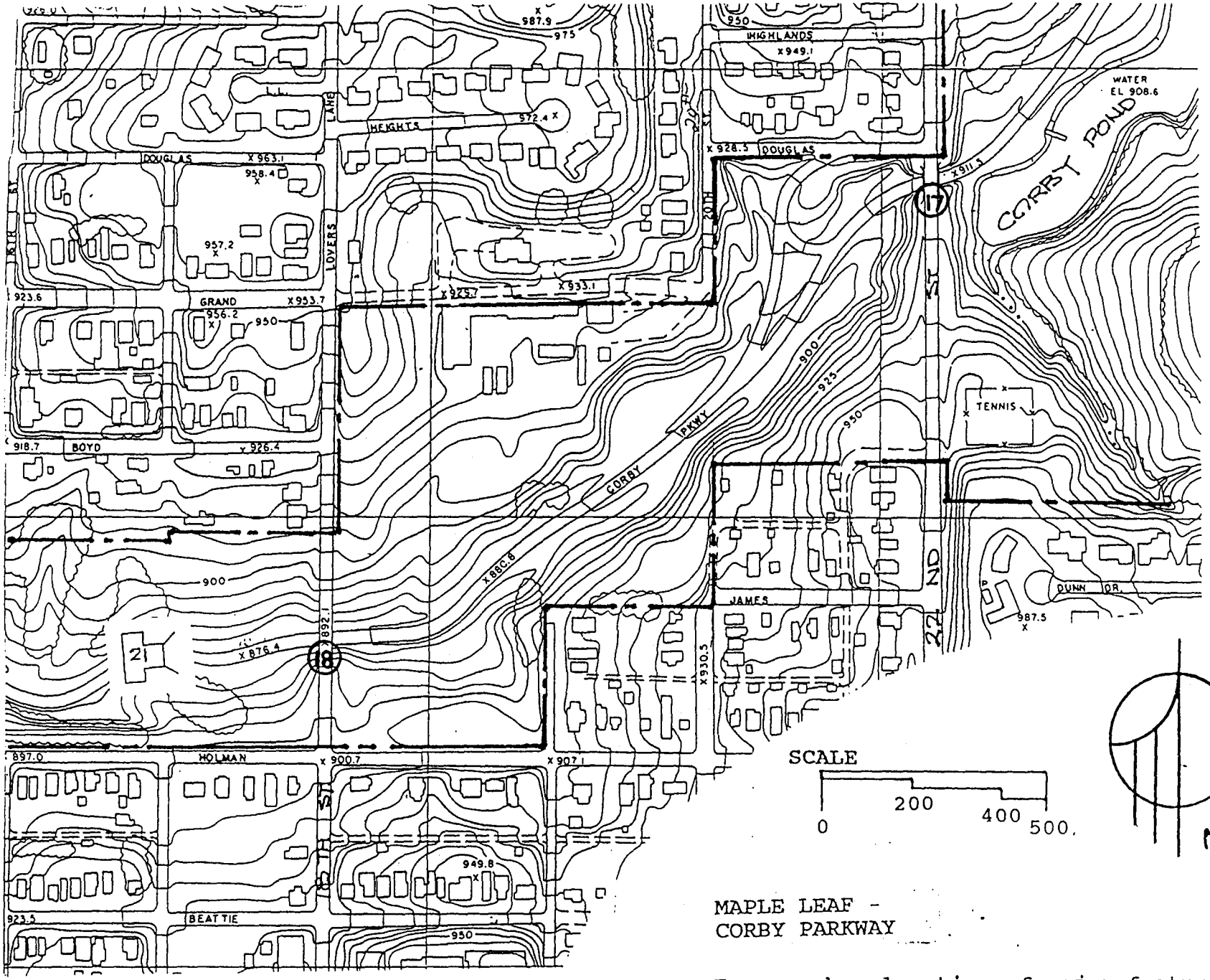
Topography, location of major features and approximate boundary

——— - ——— BOUNDARY

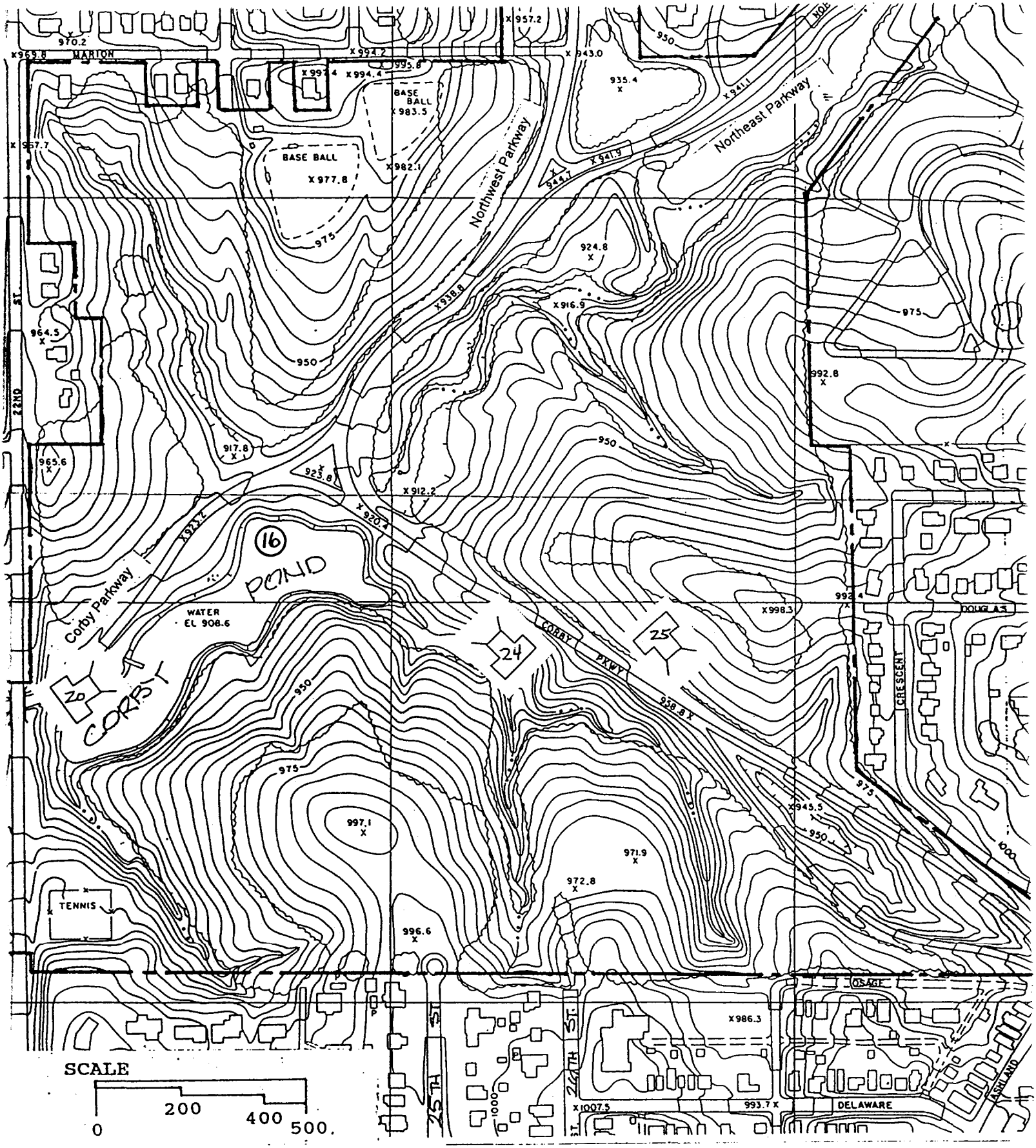
SCALE

200 400

SHEET 2 OF 3

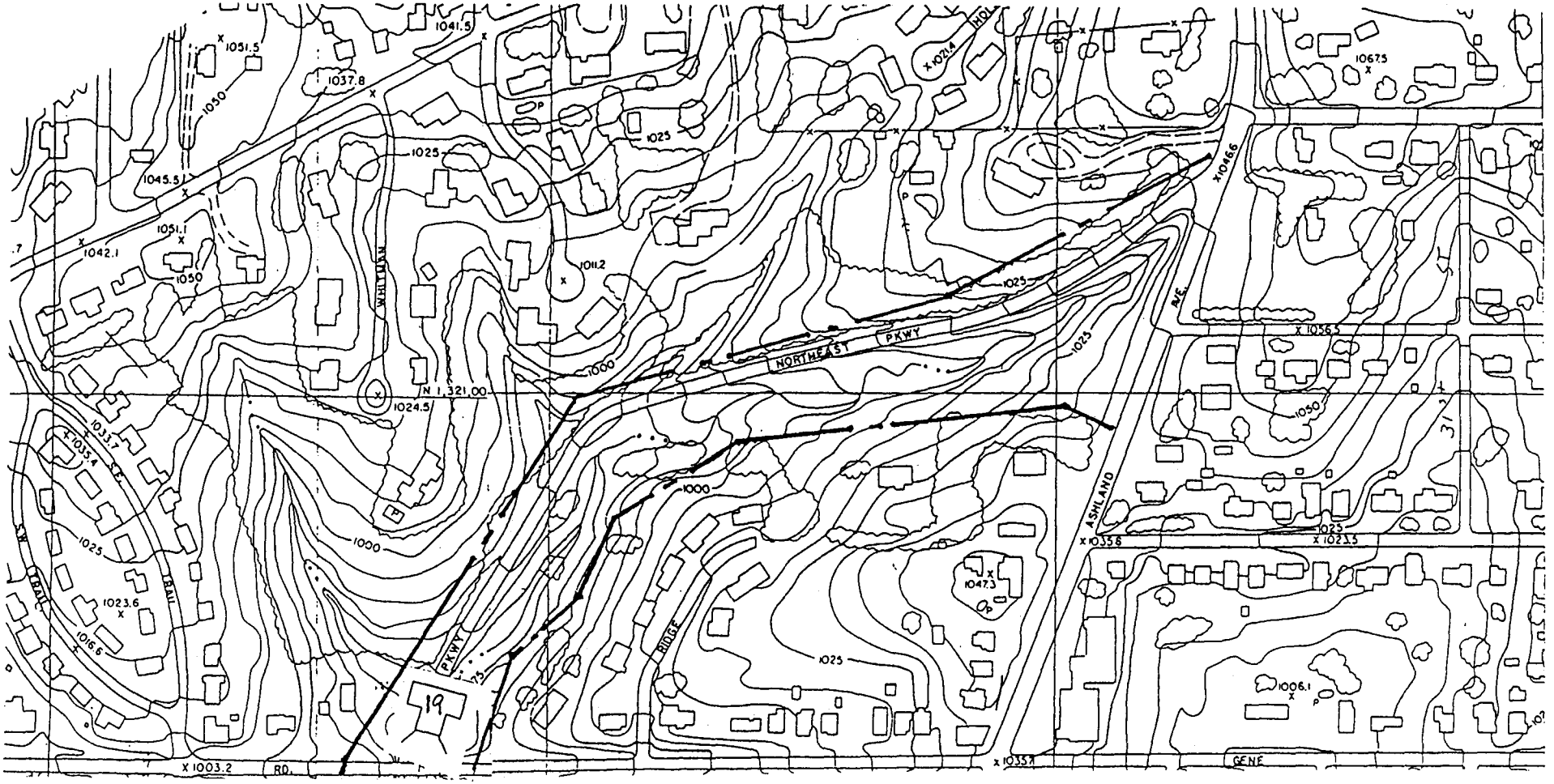

MATCH
SCALE
0
200
400
500.
N.
MAPLE LEAF -
CORBY PARKWAY
Topography, location of major features
and approximate boundary
BOUNDARY

SHEET 1 OF 3



CORBY GROVE (Corby Pond)

Topography, location of major features and approximate boundary



NORTHEAST PARKWAY

Topography, location of major features and approximate boundary

——— - - ——— BOUNDARY

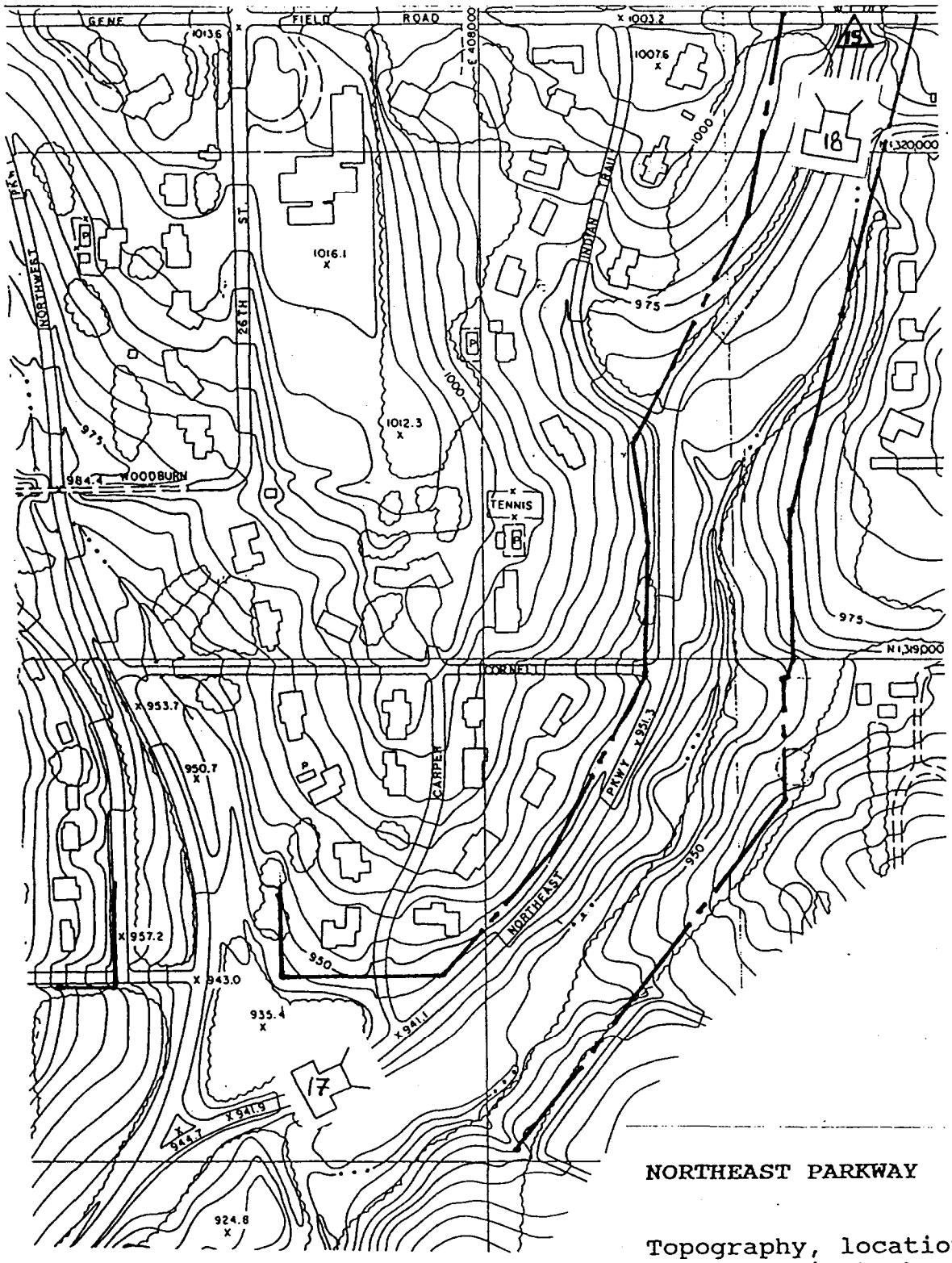
N.

SHEET 2 OF 2

SCALE

0 200 400 500.

MATCH 'B'



N.

NORTHEAST PARKWAY

Topography, location of major features and approximate boundary

BOUNDARY

SCALE

200 400

SHEET 1 OF 2

MAPLE LEAF -
CORBY PARKWAY

SHEET 3 OF 3

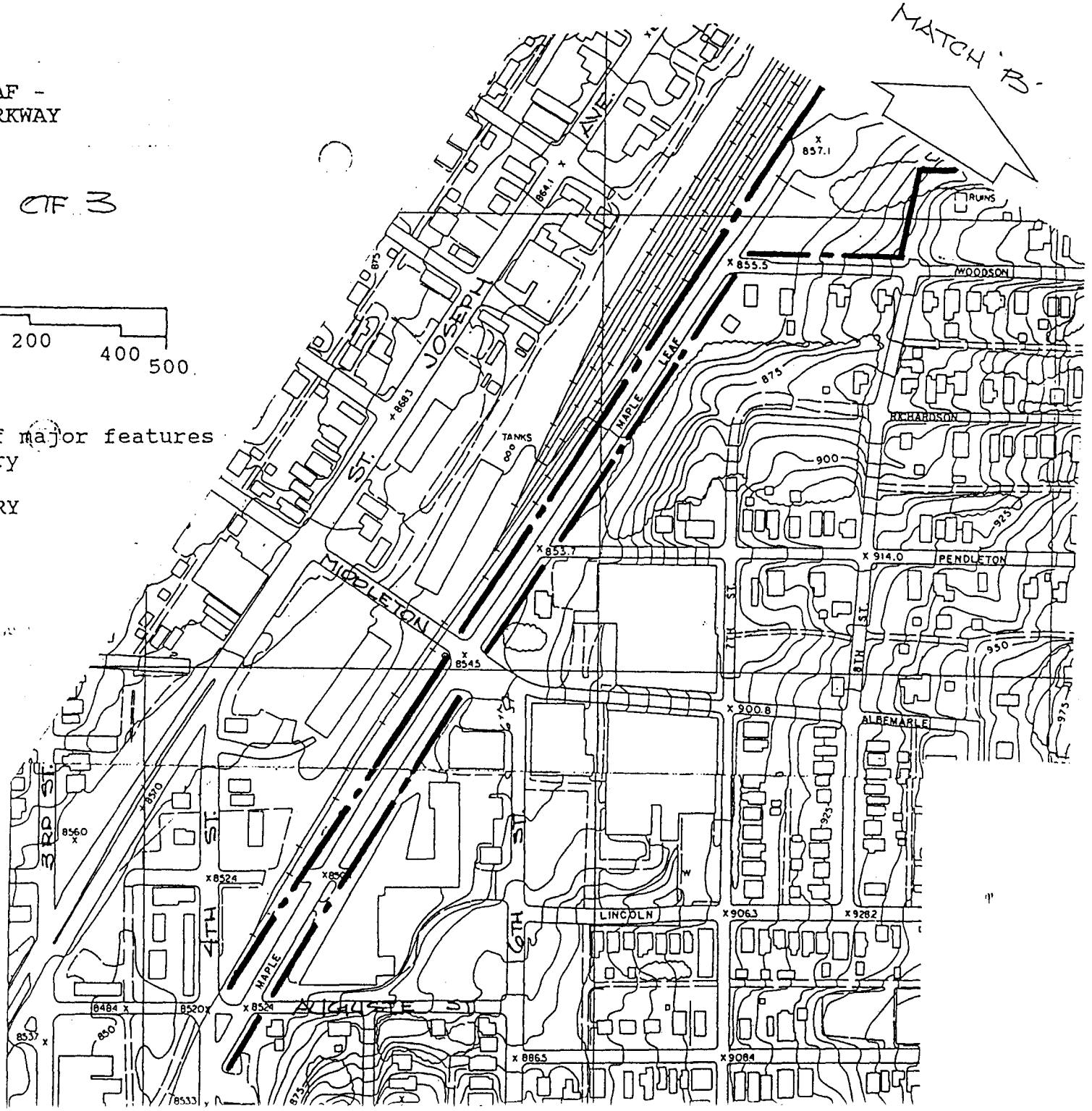
SCALE

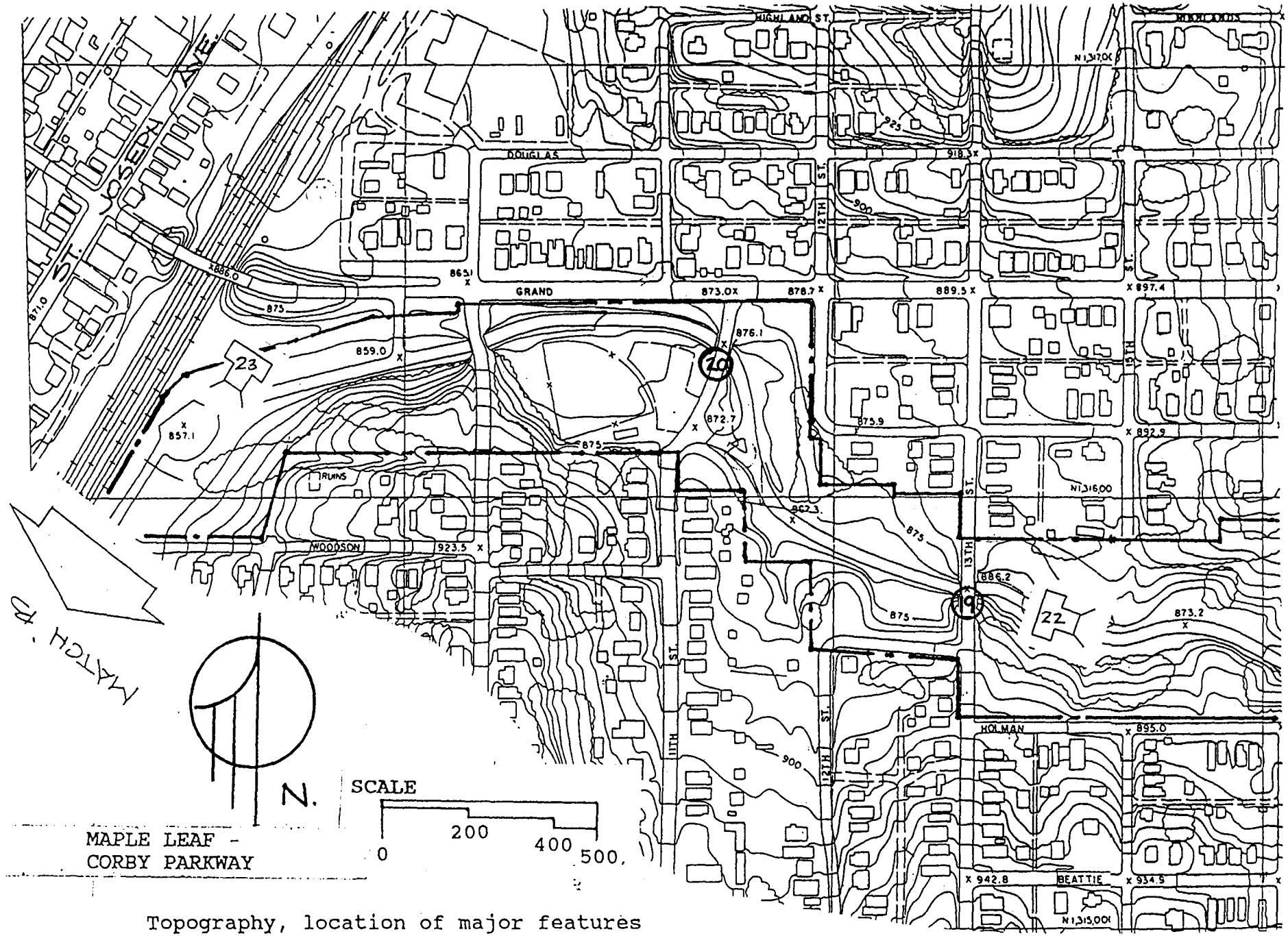
0 200 400 500

Topography, location of major features and approximate boundary

BOUNDARY

N



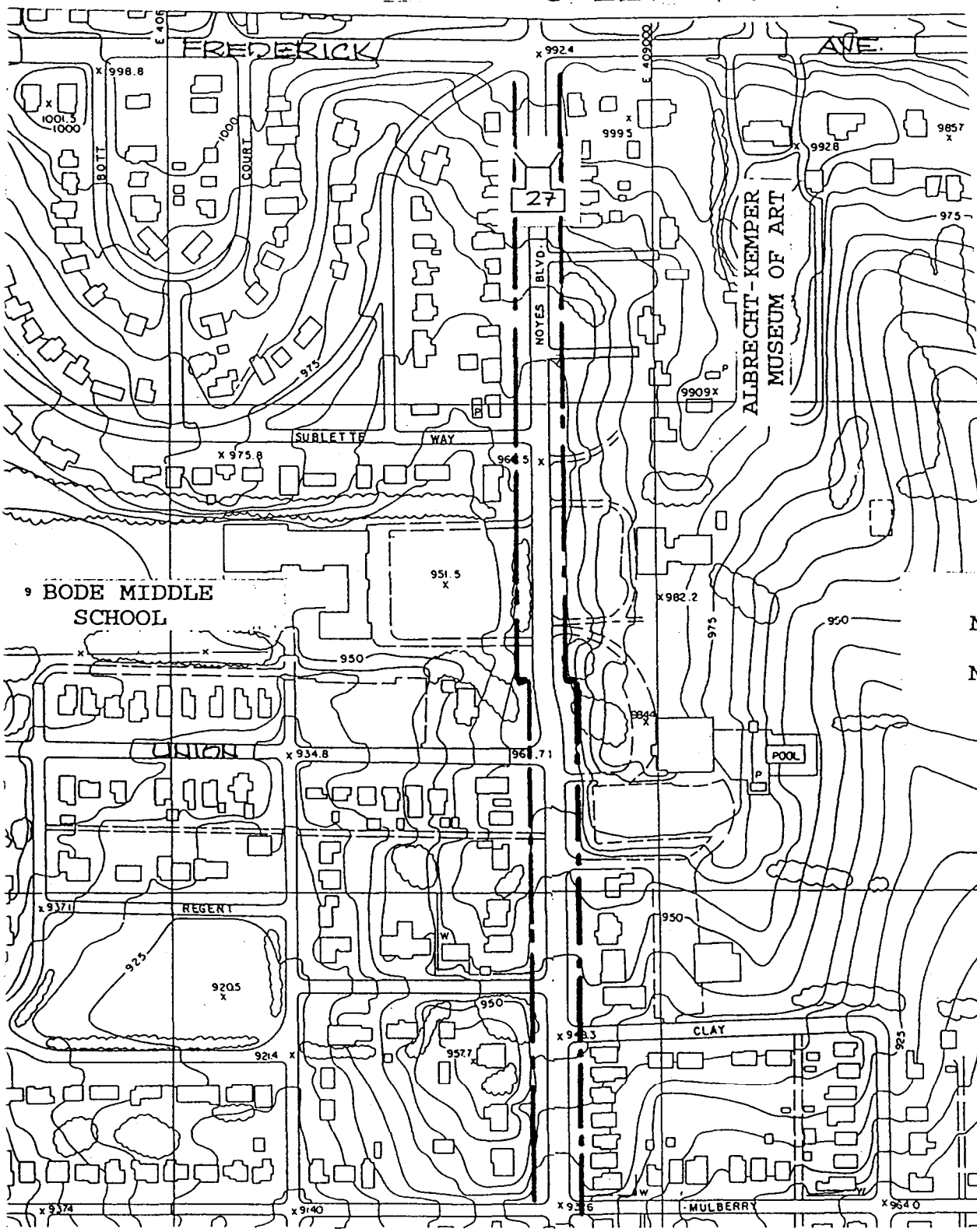


MAPLE LEAF -
CORBY PARKWAY

Topography, location of major features and approximate boundary

——— - - ——— BOUNDARY

MATCH SHEET 1 OF 3



N

NORTHERN PORTION

NOYES BOULEVARD

SHEET 2 OF 3

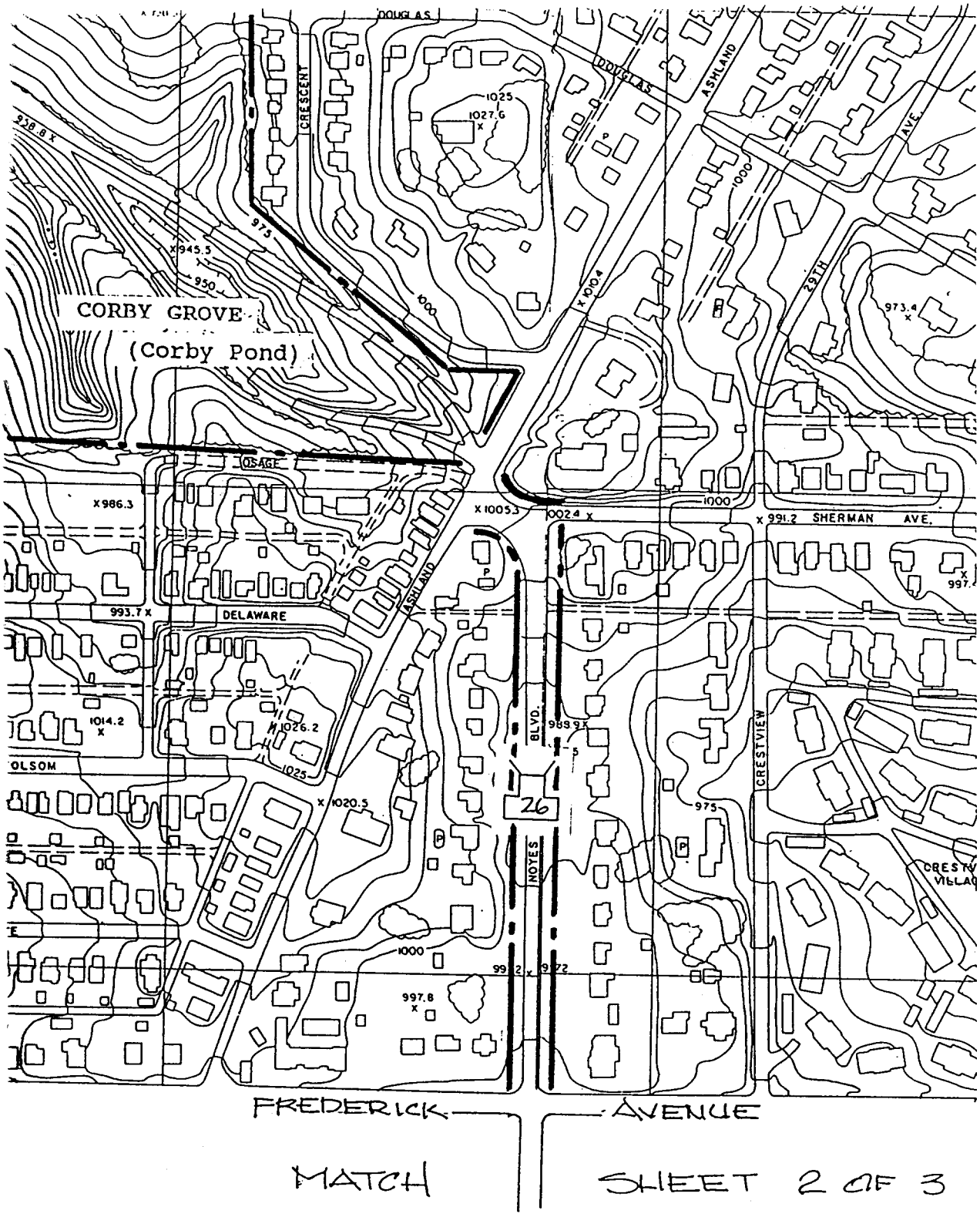
MATCH SHEET 3 OF 3

Topography, location of major features and approximate boundary

BOUNDARY

SCALE

200 400



N

NORTHERN PORTION -

NOYES BOULEVARD

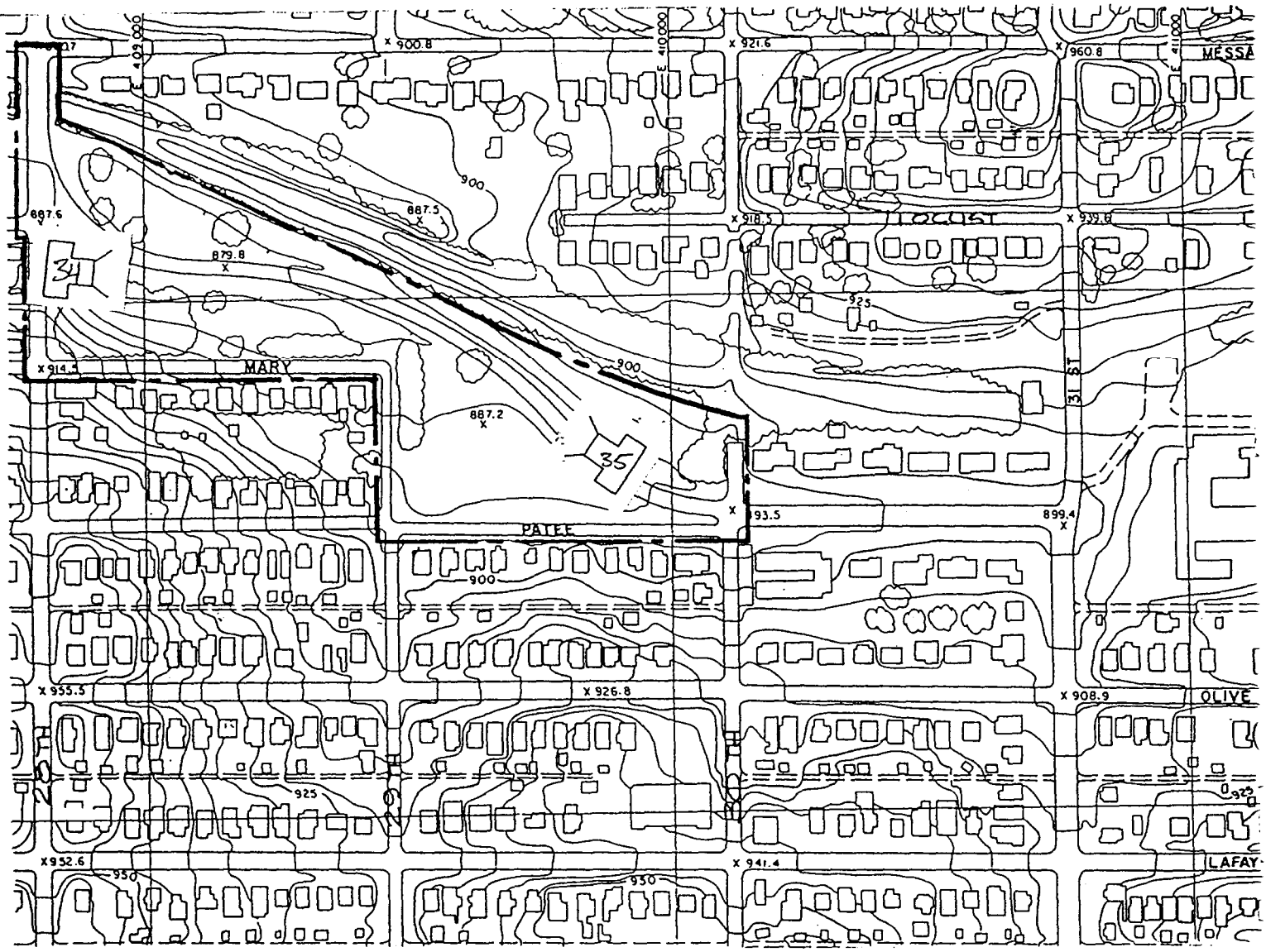
SHEET 1 OF 3

Topography, location of major features and approximate boundary

——— - ——— BOUNDARY

SCALE

0 200 400 500



PARKWAY "A"

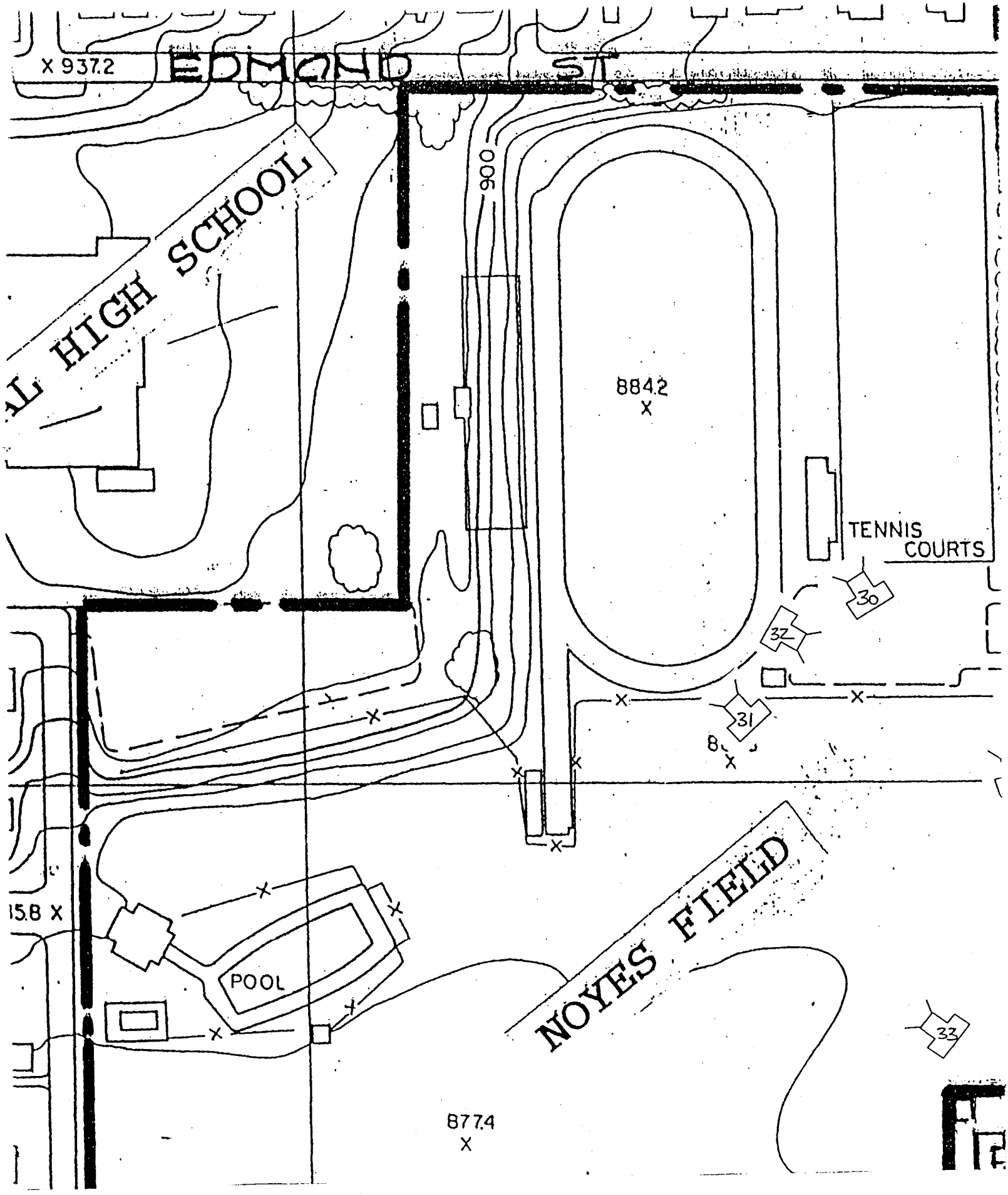
Topography, location of major features and approximate boundary

——— - ——— BOUNDARY

N.

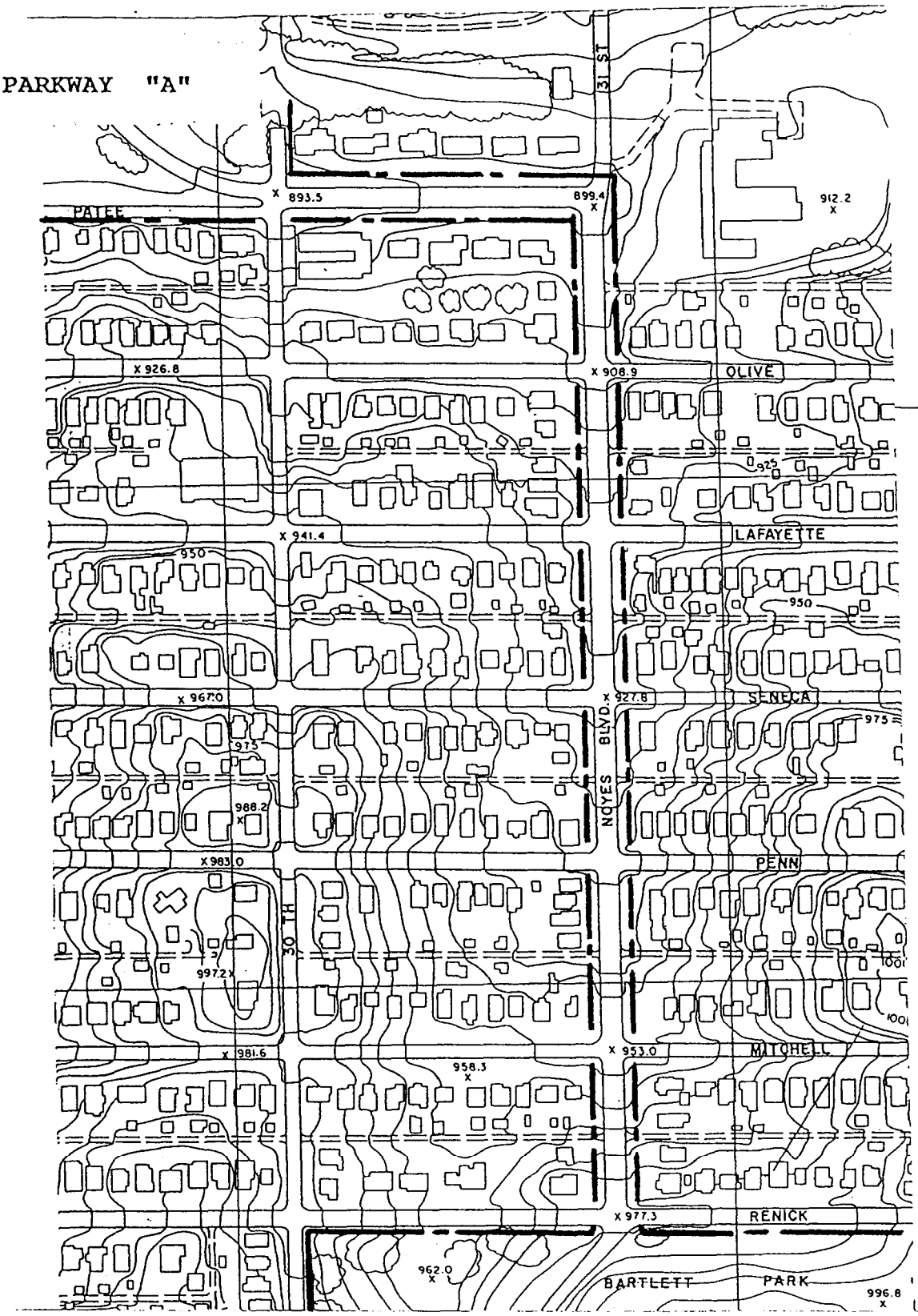
SCALE

0 200 400 500



Noyes Athletic Field—Detailed Photograph Key Map

PARKWAY "A"



SOUTHERN PORTION -

NOYES BOULEVARD

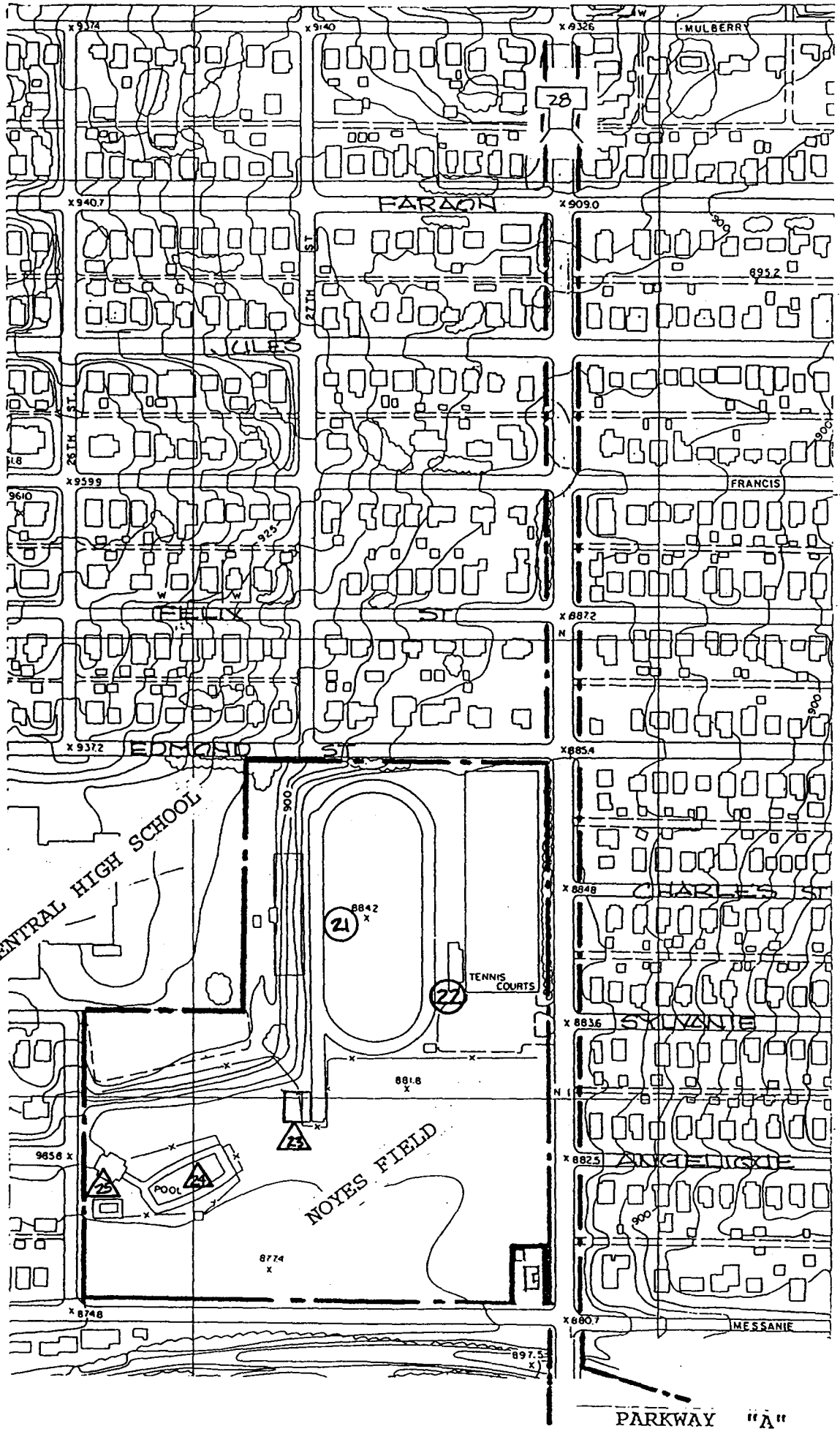
Topography, location of major features and approximate boundary

BOUNDARY

SCALE

0 200 400 500

N.



MATCH SHEET 2 OF 3

N

SHEET 3 OF 3

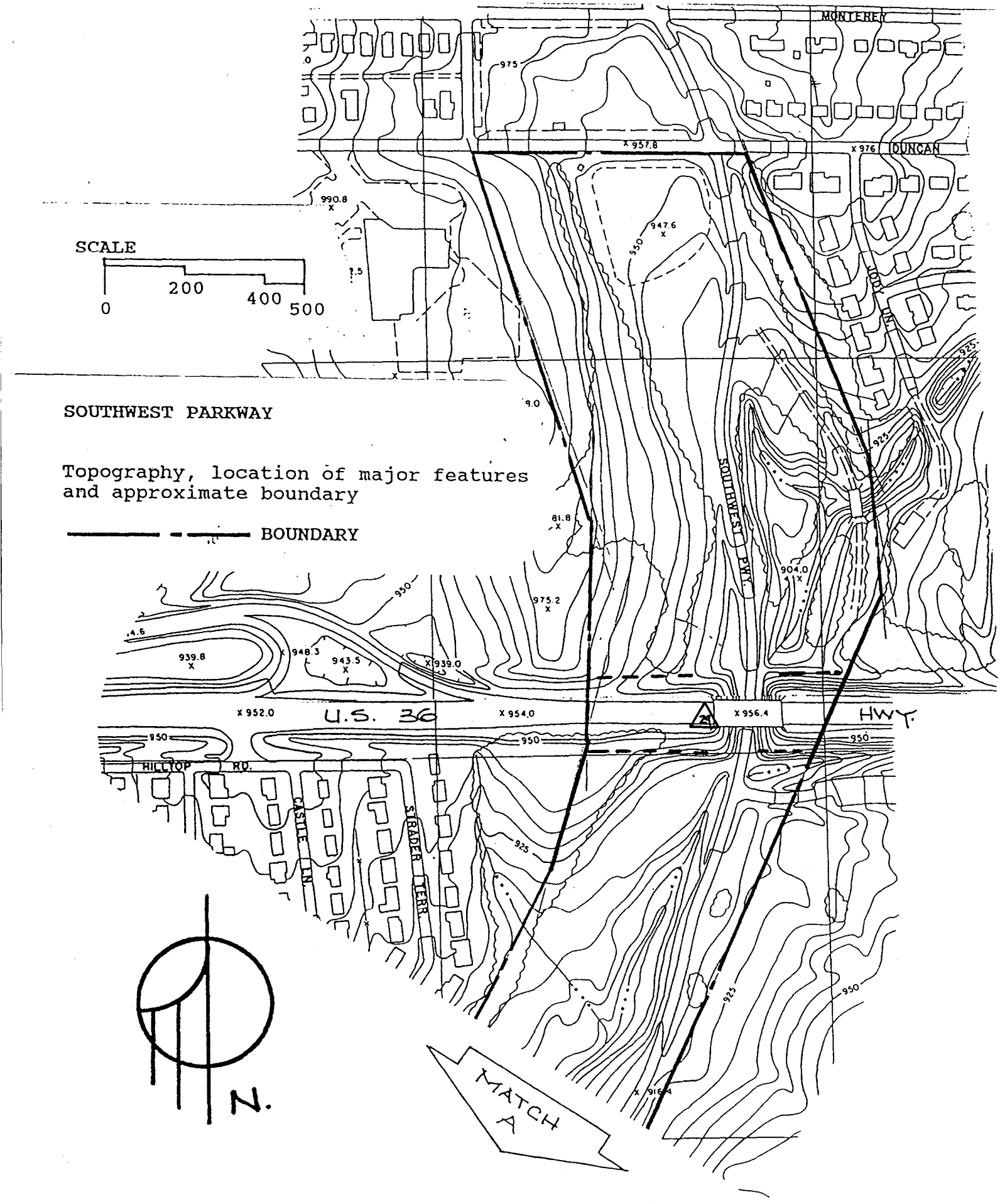
NORTHERN PORTION

NOYES BOULEVARD

Topography, location of major features and approximate boundary

BOUNDARY

SCALE 0 200 400 500


SCALE
0
200
400
500
SOUTHWEST PARKWAY
Topography, location of major features and approximate boundary
BOUNDARY
MONTEREY
DUNCAN
SOUTHWEST PKWY.
U.S. 36
HWY.
HILLTOP RD.
CASTLE LN.
STRADER TERR.
MATCH A
N.

SHEET 1 OF 7



BARTLETT PARK

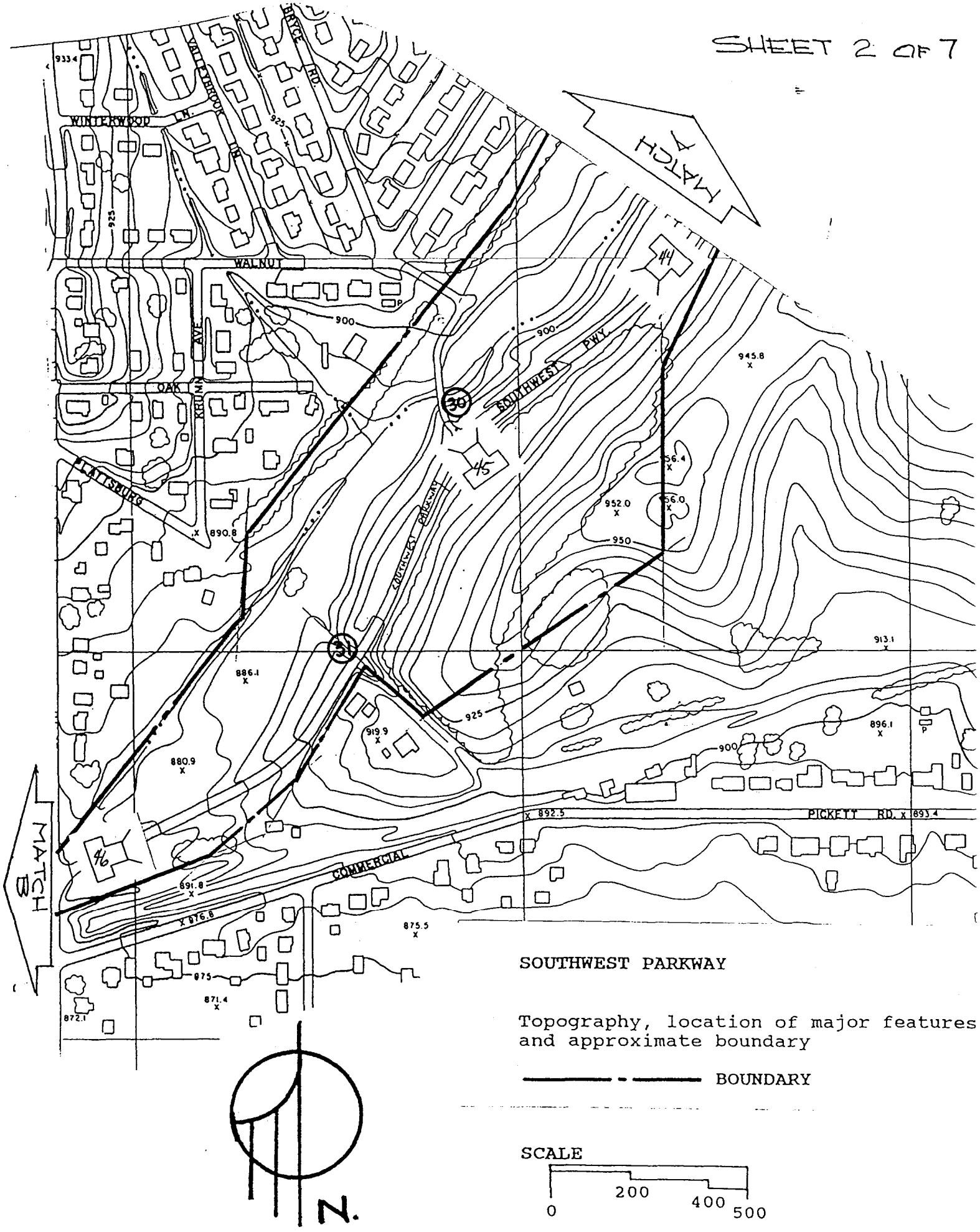
Topography, location of major features and approximate boundary

——— - ——— BOUNDARY

SCALE

0 200 400 500

N.



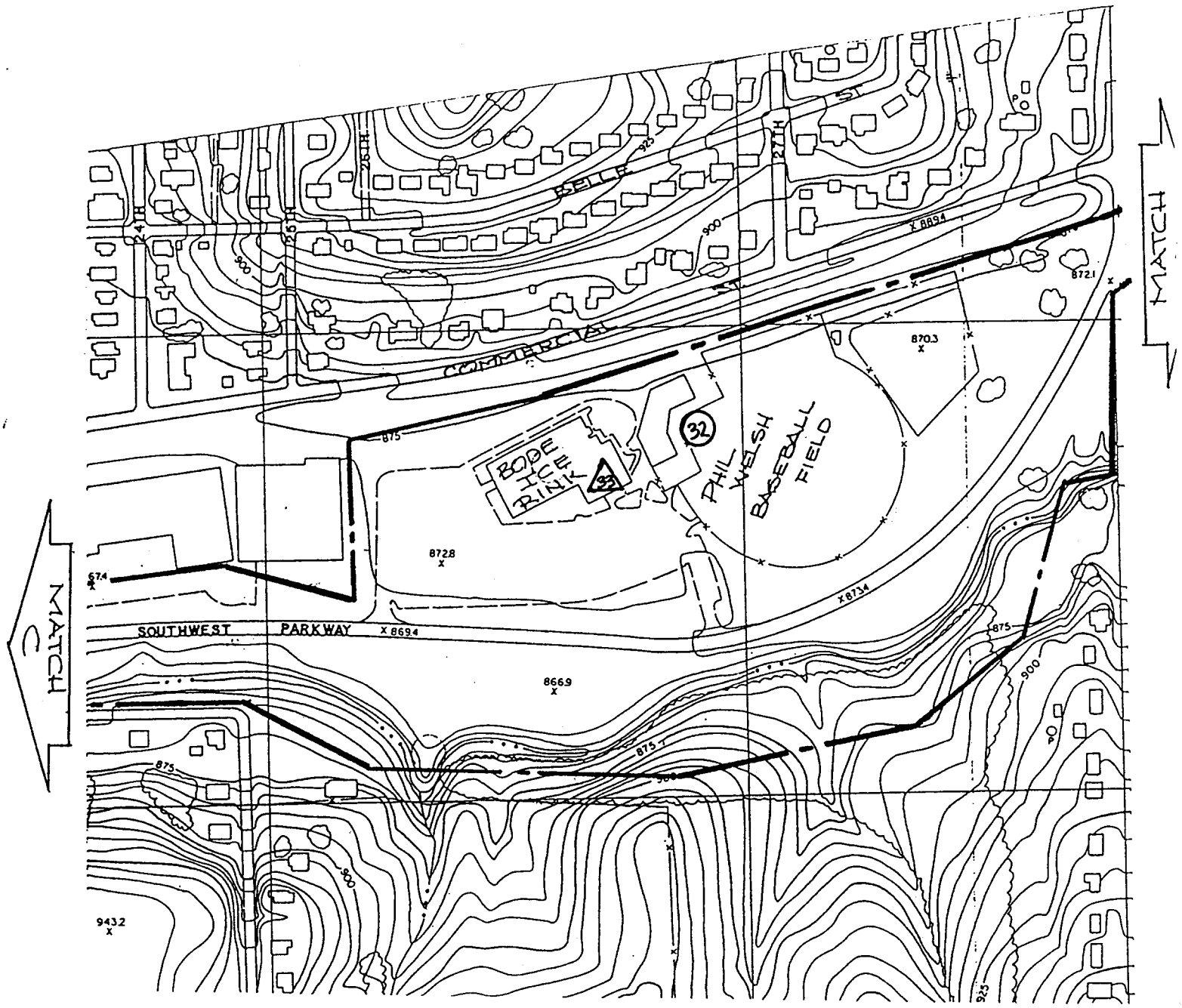
SOUTHWEST PARKWAY

Topography, location of major features and approximate boundary

BOUNDARY

SCALE

0 200 400 500



N.

SOUTHWEST PARKWAY

Topography, location of major features and approximate boundary

BOUNDARY

SCALE

0 200 400 500

SHEET 3 OF 7

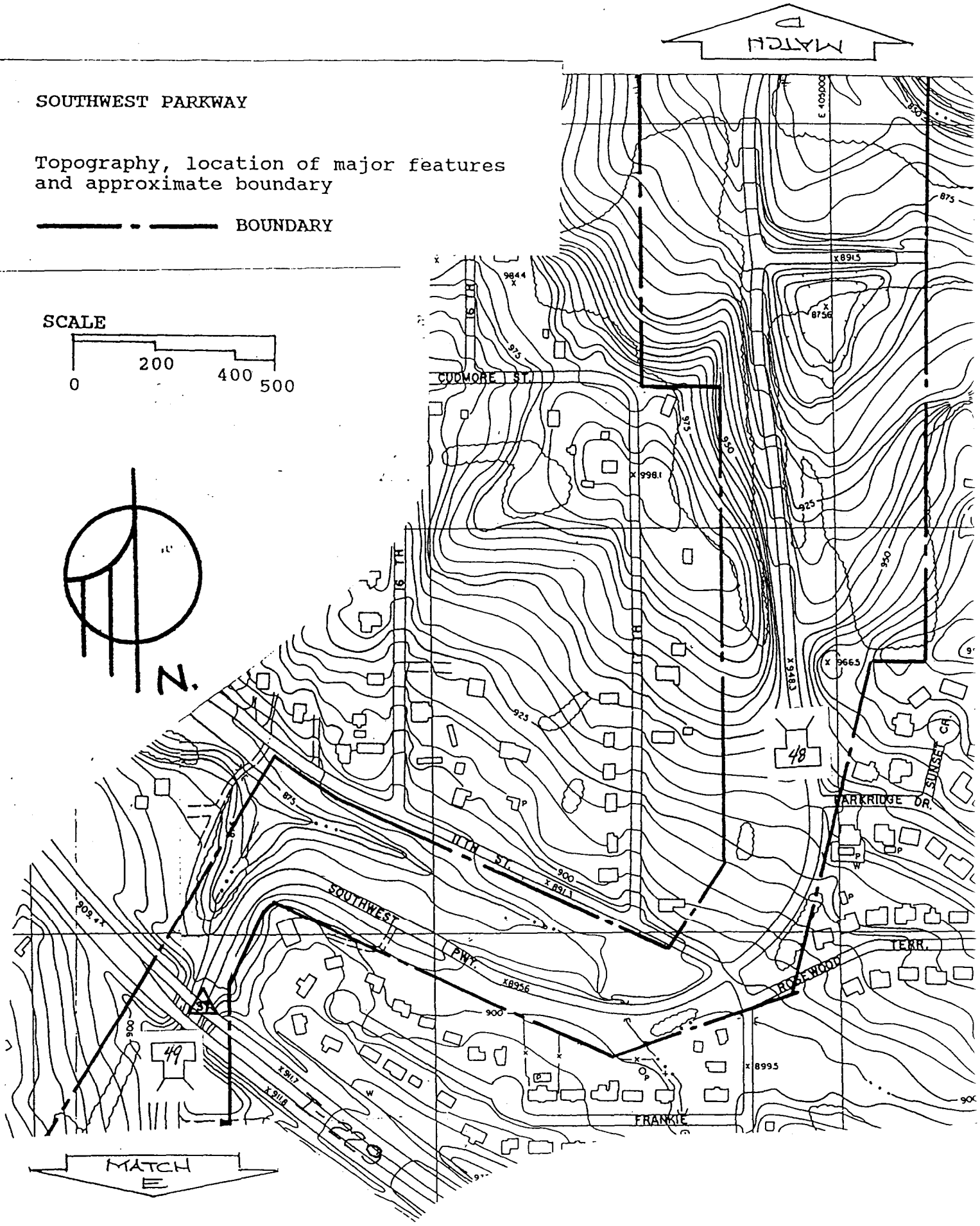
SOUTHWEST PARKWAY

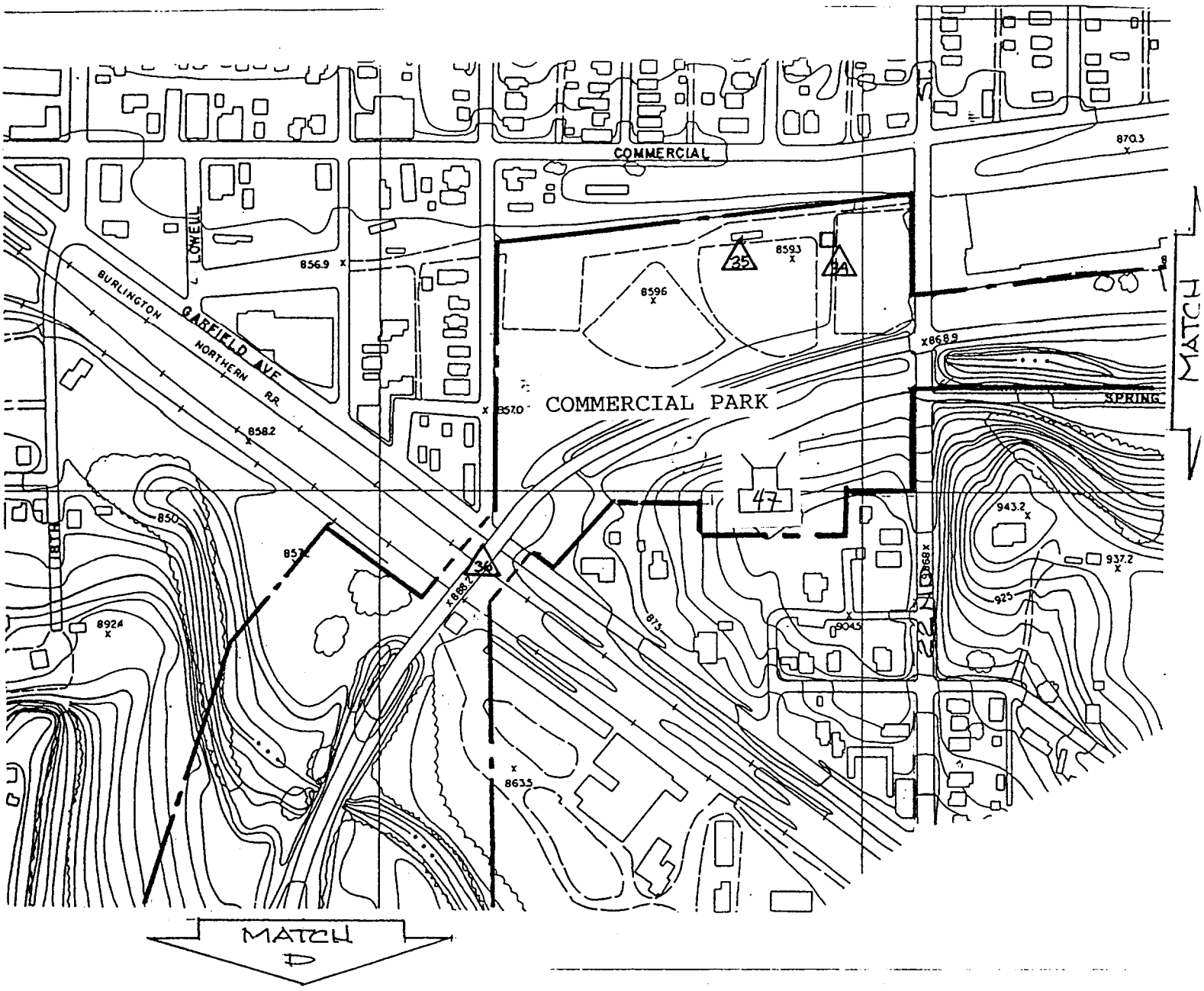
Topography, location of major features and approximate boundary

BOUNDARY

SCALE

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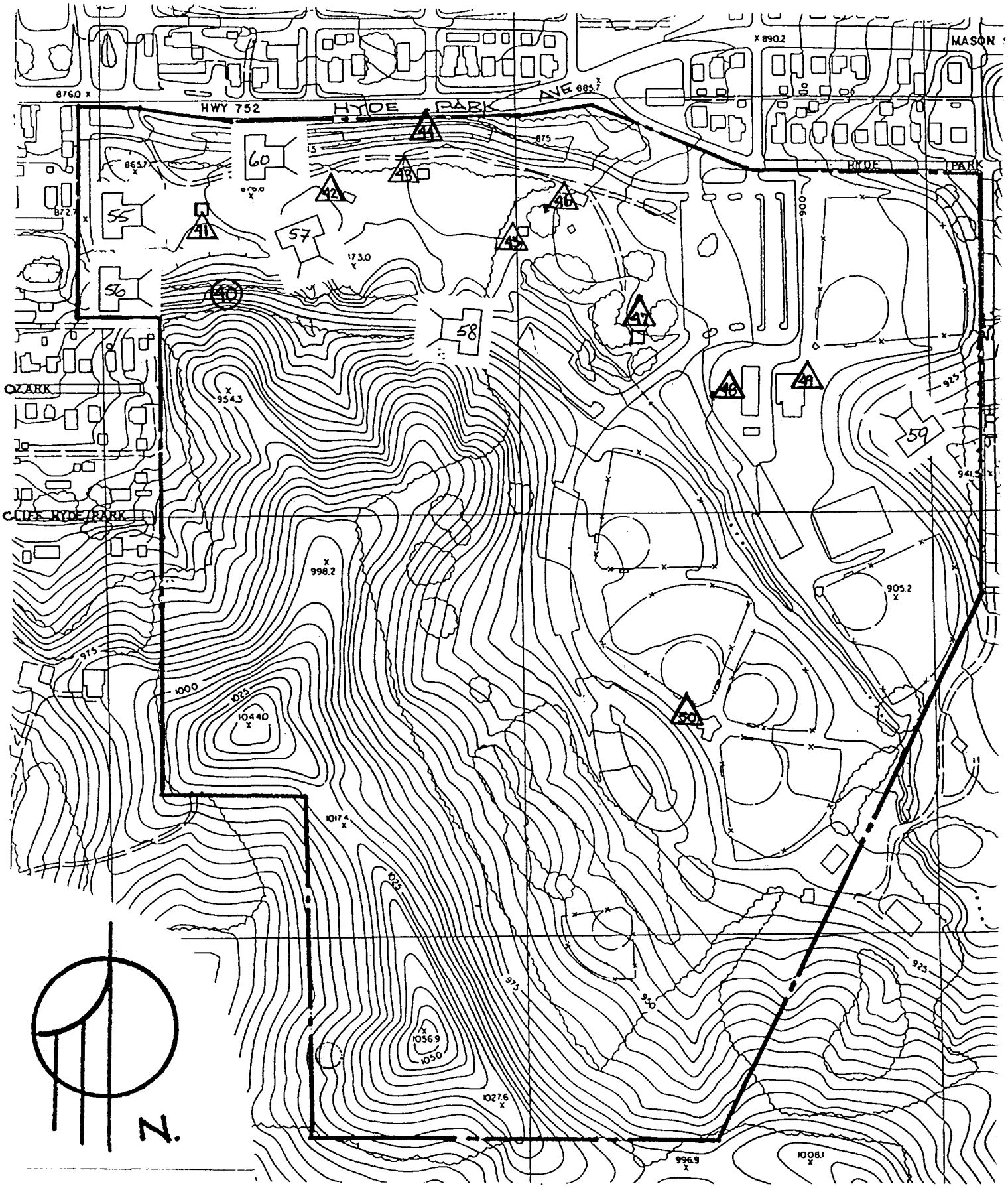
SOUTHWEST PARKWAY
and COMMERCIAL PARK

Topography, location of major features and approximate boundary

BOUNDARY

SCALE

0 200 400 500



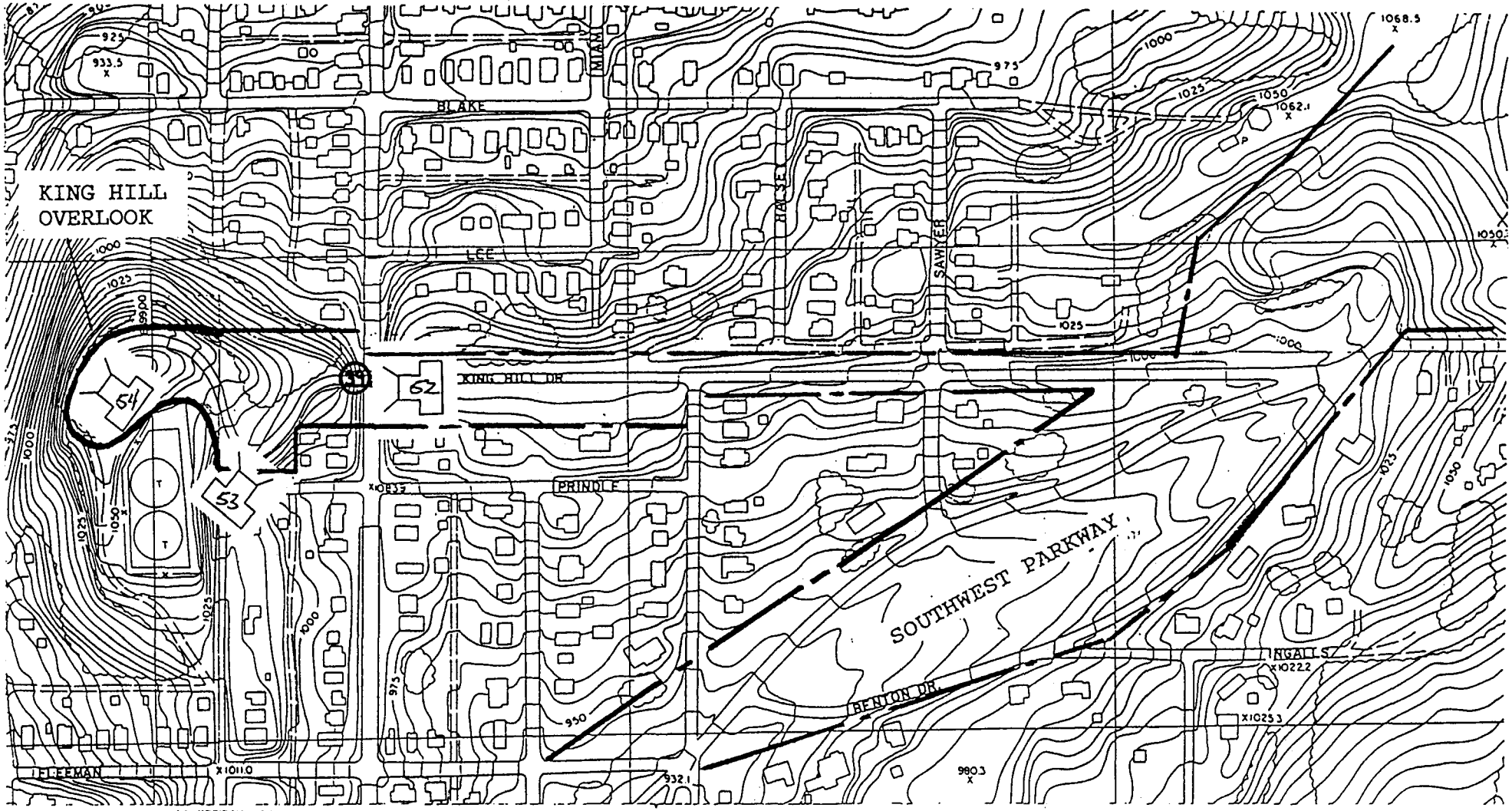
HYDE PARK

Topography, location of major features and approximate boundary

SCALE

0 200 400 500

BOUNDARY



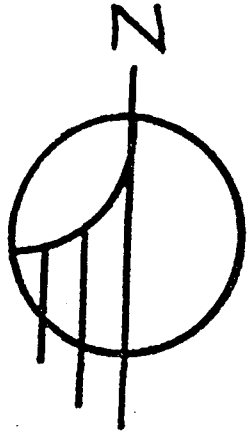
KING HILL OVERLOOK & DRIVE

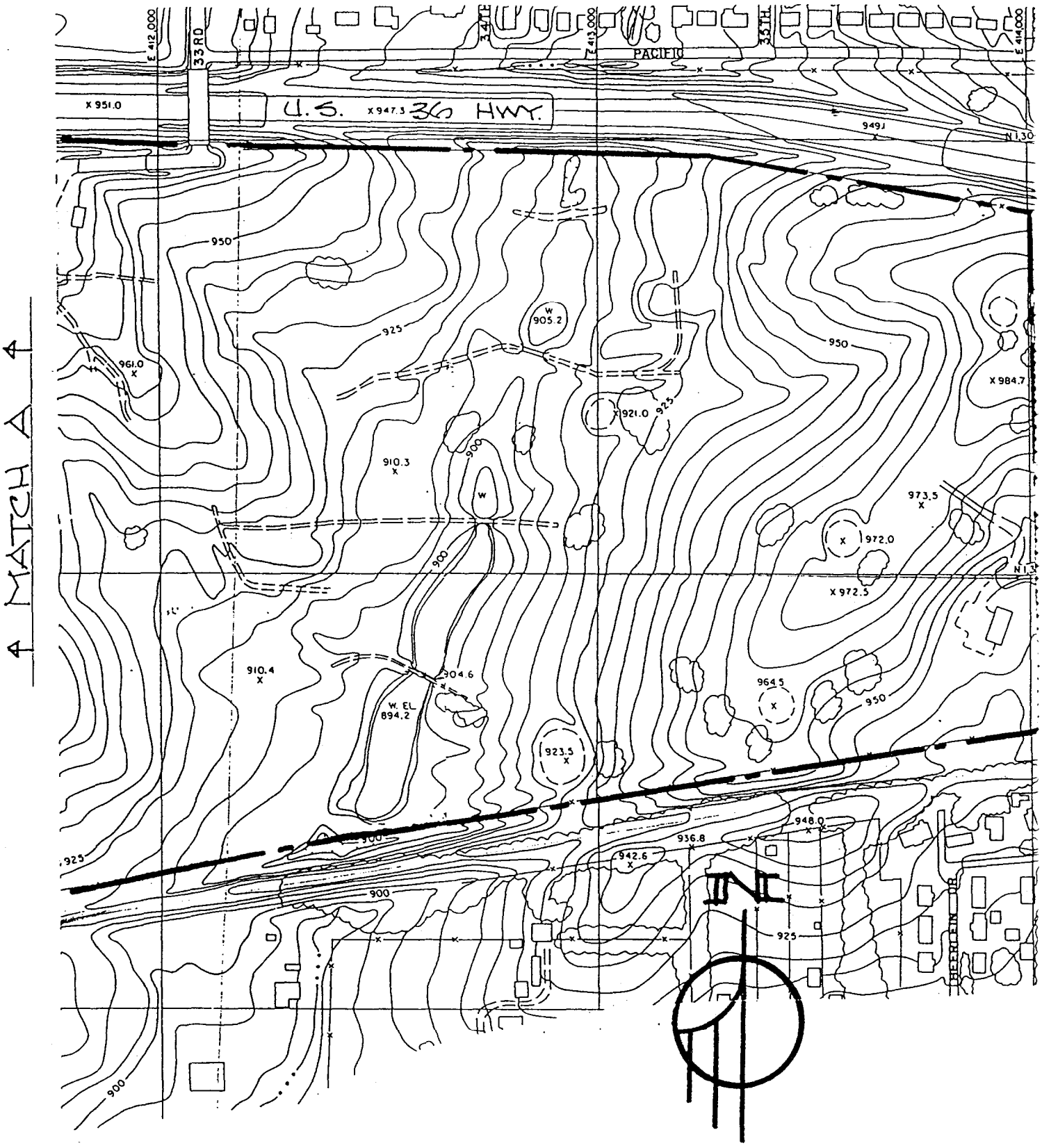
Topography, location of major features and approximate boundary

——— - ——— BOUNDARY

SCALE

0 200 400 500





Topography, location of major features and approximate boundary

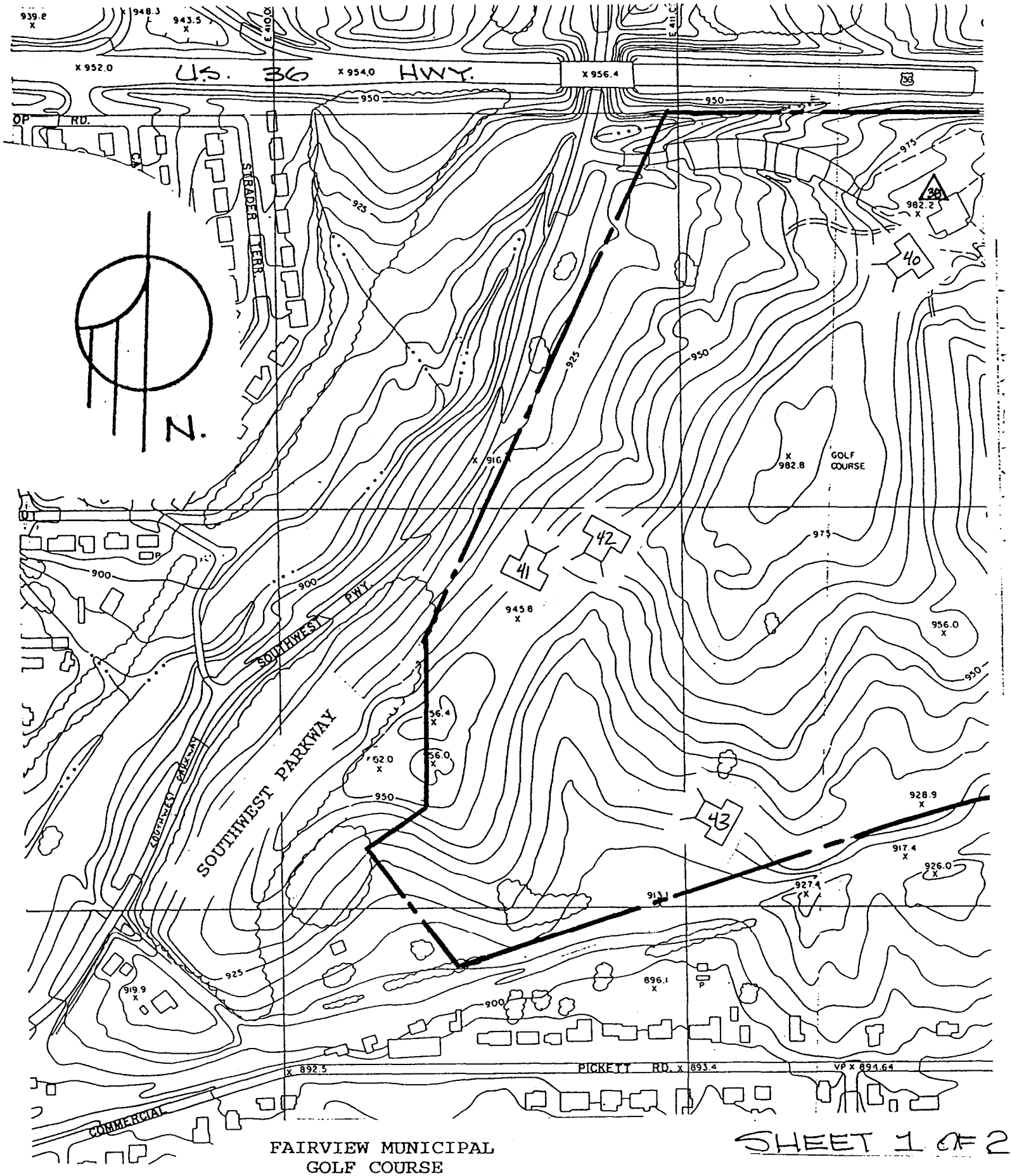
BOUNDARY

SCALE

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FAIRVIEW MUNICIPAL GOLF COURSE

SHEET 2 OF 2



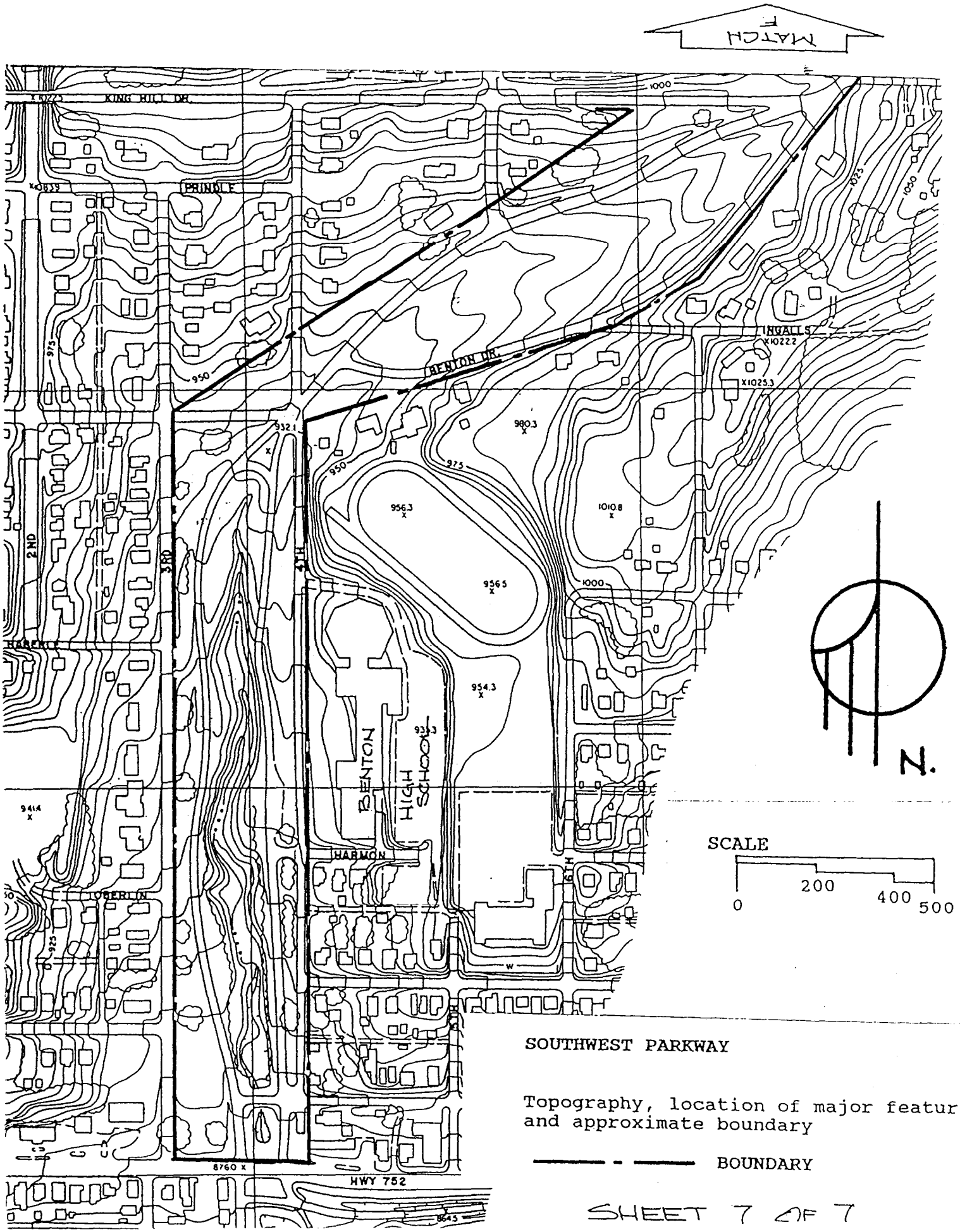
FAIRVIEW MUNICIPAL
GOLF COURSE

SHEET 1 OF 2

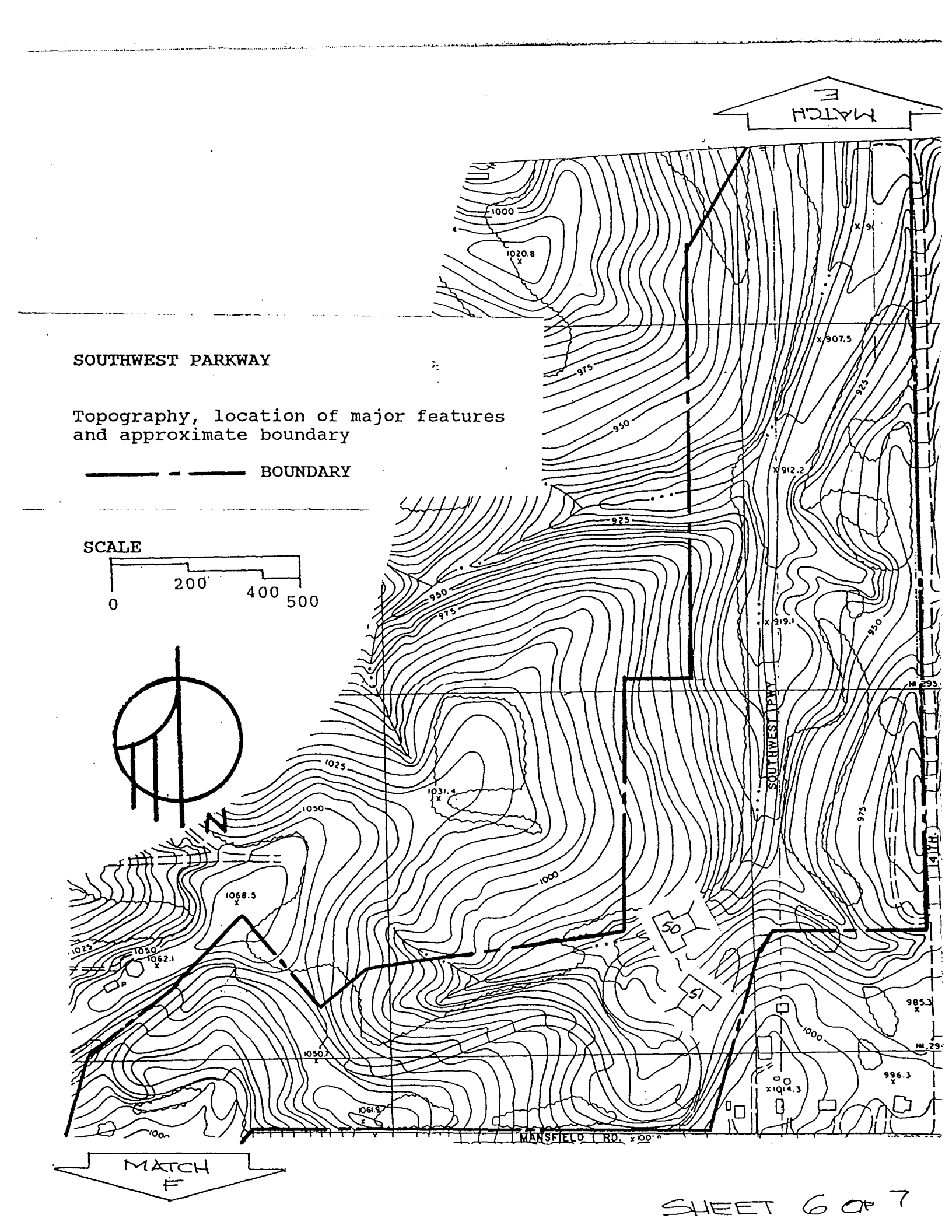
Topography, location of major features
and approximate boundary

SCALE

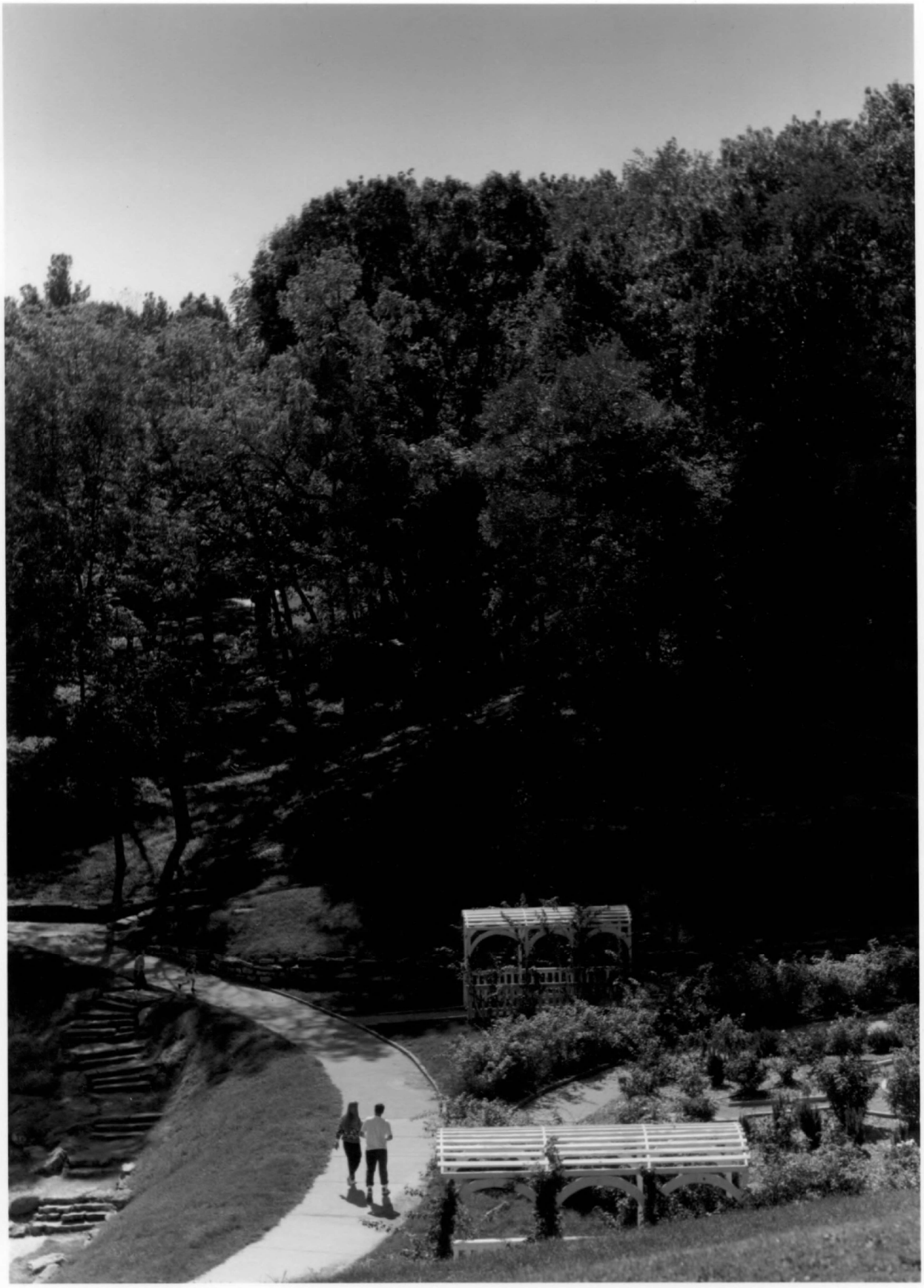
0 200 400 50


MATCH E
KING HILL DR.
PRINDLE
BENTON DR.
INGALLS
X10222
X10253
980.3
956.3
1010.8
956.5
954.3
932.1
950
975
1000
1025
1050
2ND
3RD
4TH
HARMON
OBERLIN
BENTON HIGH SCHOOL
9414
8760 X
HWY 752
8645
N.
SCALE
0
200
400
500
SOUTHWEST PARKWAY
Topography, location of major features and approximate boundary
BOUNDARY

SHEET 7 OF 7


MATCH E
SOUTHWEST PARKWAY
Topography, location of major features and approximate boundary
BOUNDARY
SCALE
0
200
400
500
N
1000
1020.8
907.5
975
925
950
912.2
925
950
975
919.1
950
SOUTHWEST PKWY
1025
1031.4
1050
1000
1068.5
1025
1050
1062.1
50
51
985.3
1000
1050.7
1061.5
996.3
1014.3
MANSFIELD RD.
MATCH F





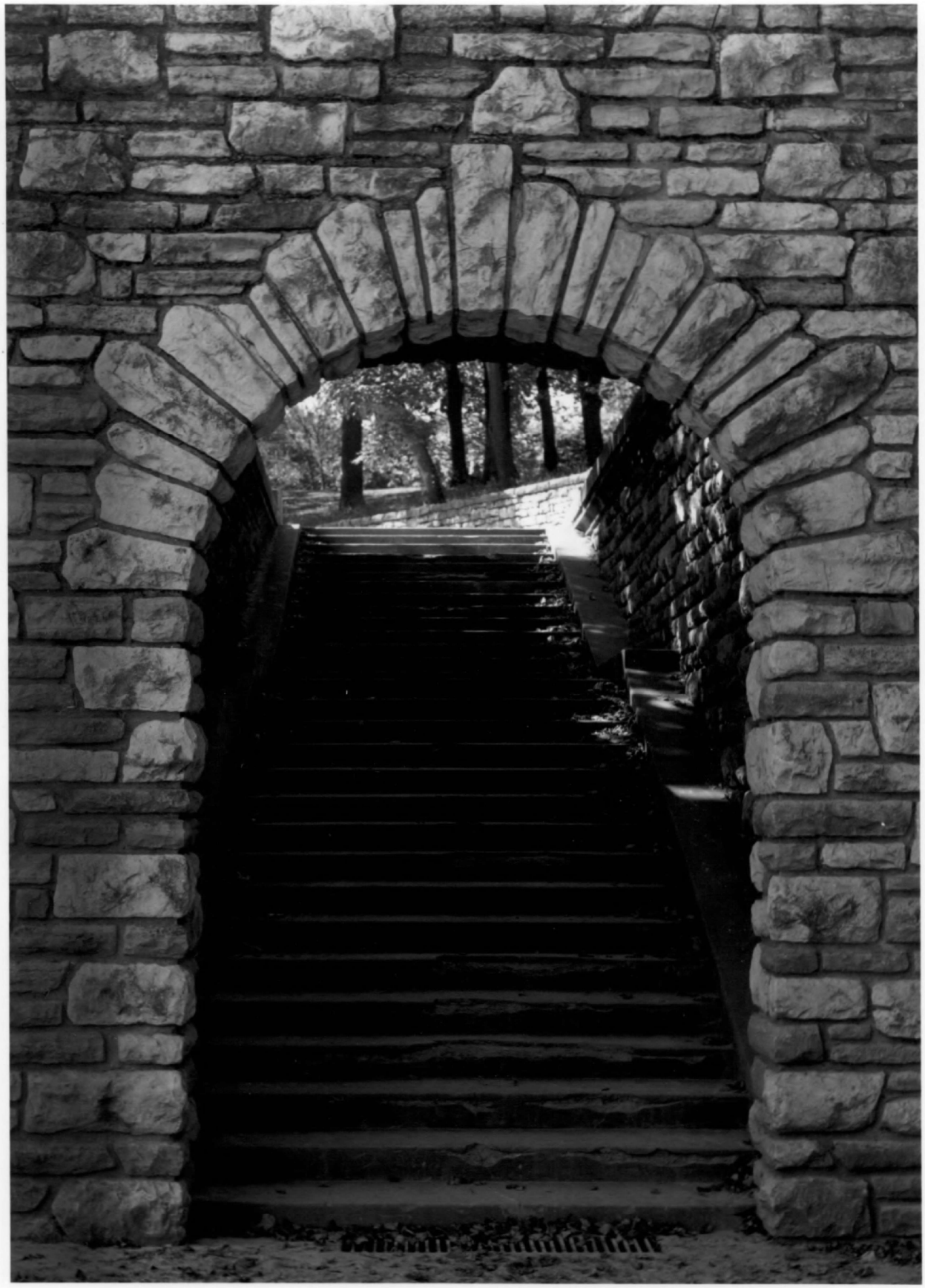


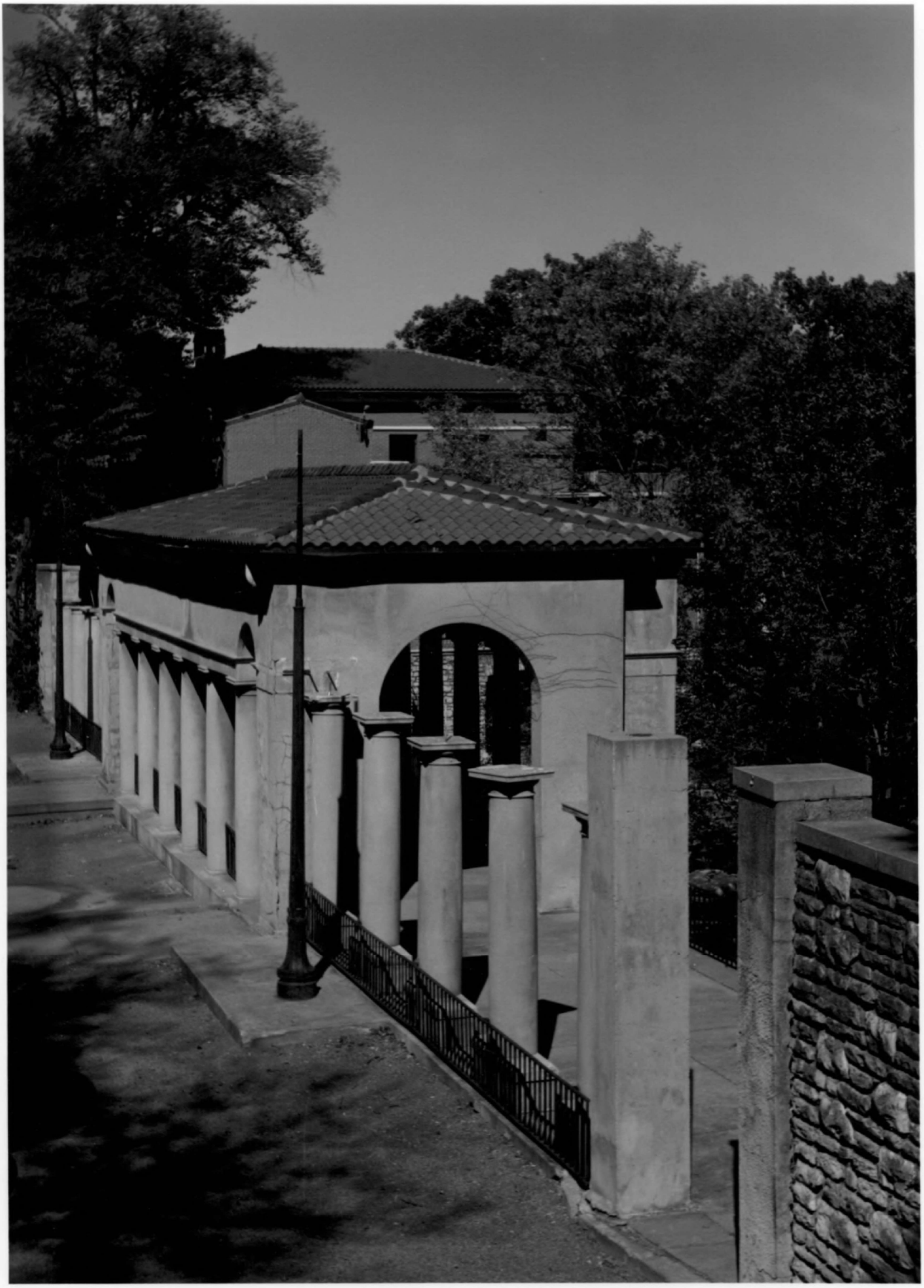












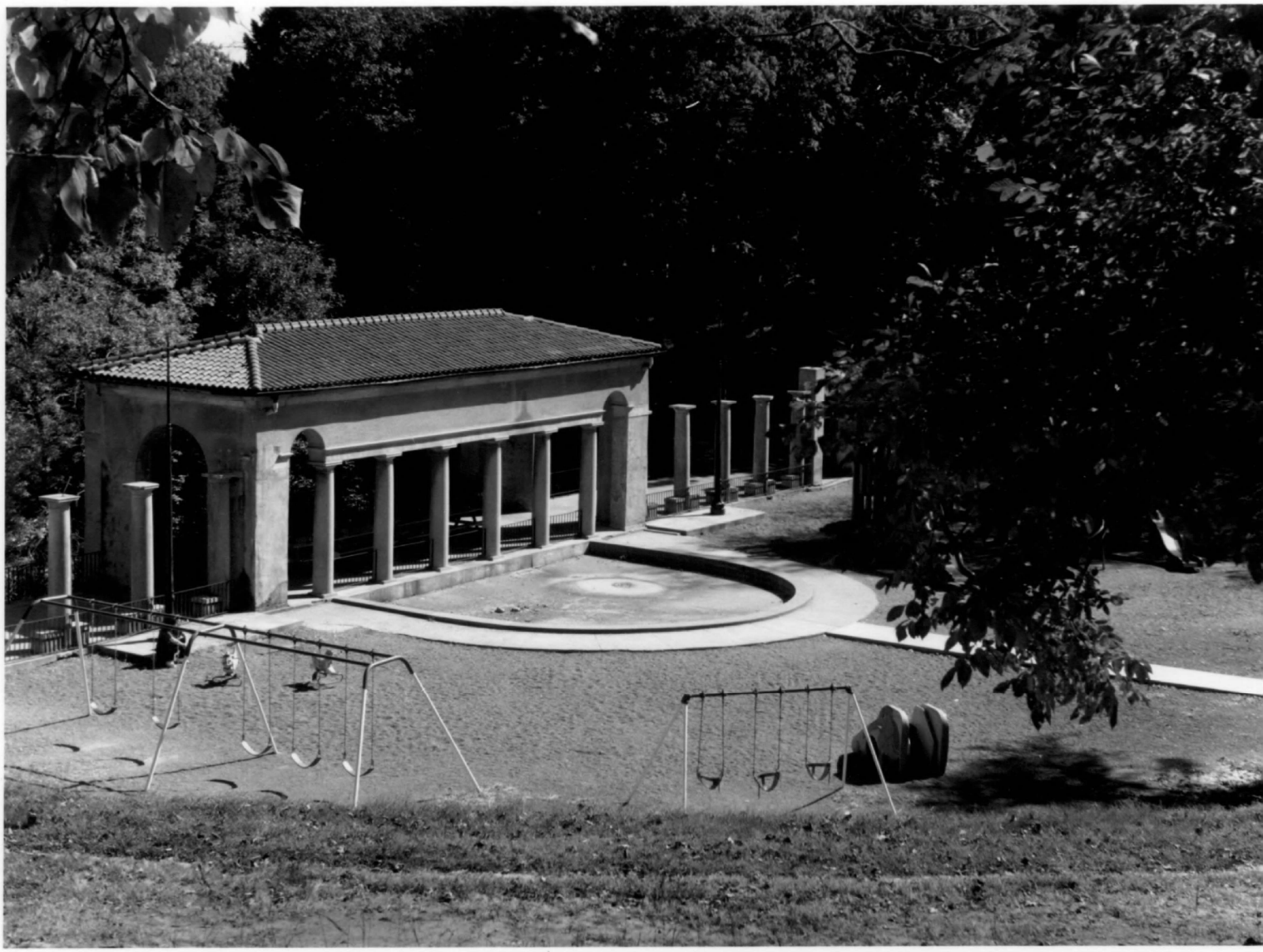


















PHOTO
UNAVAILABLE





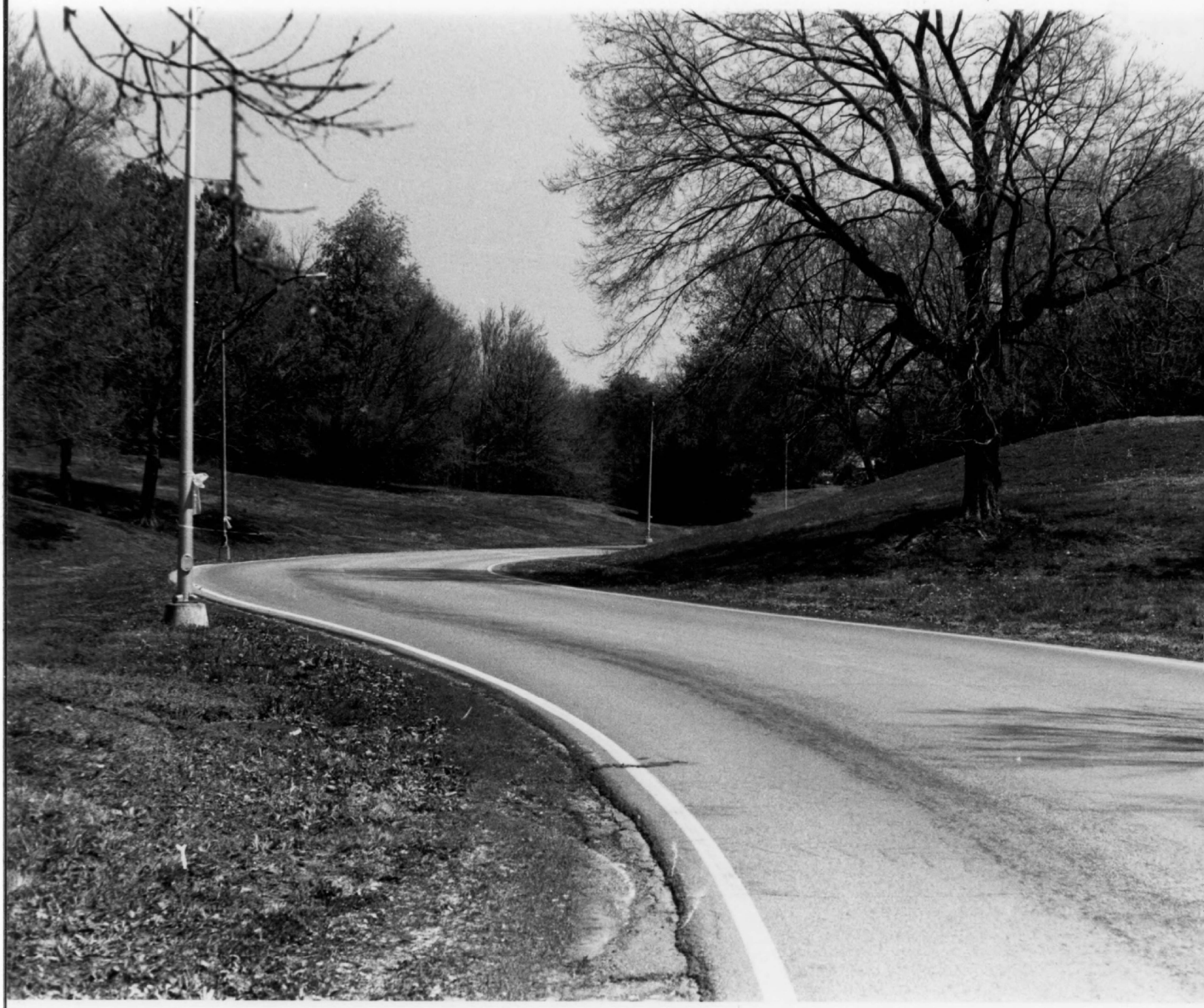






PHOTO
UNAVAILABLE




SPEED
LIMIT
30










Phone







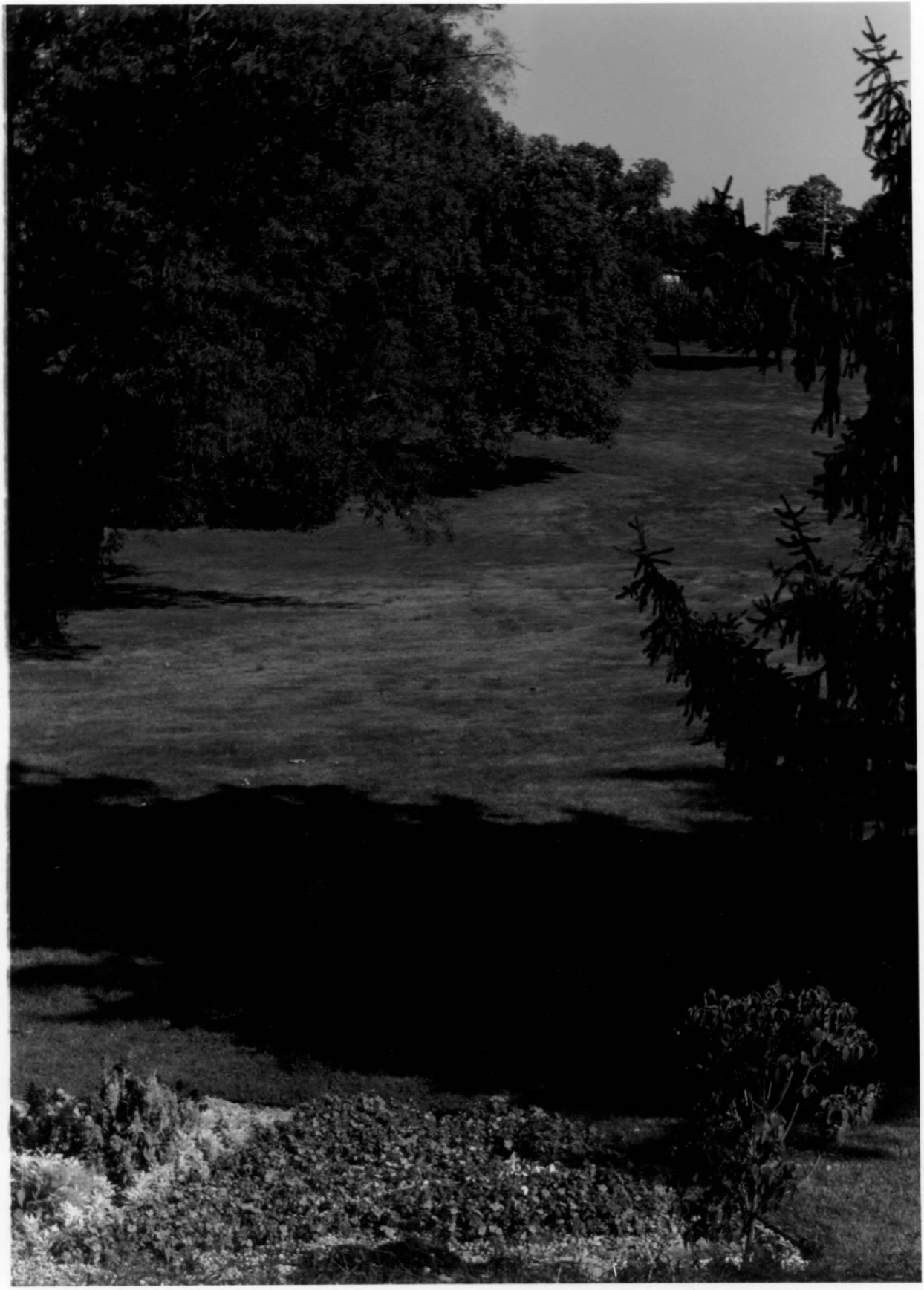














PHOTO
UNAVAILABLE







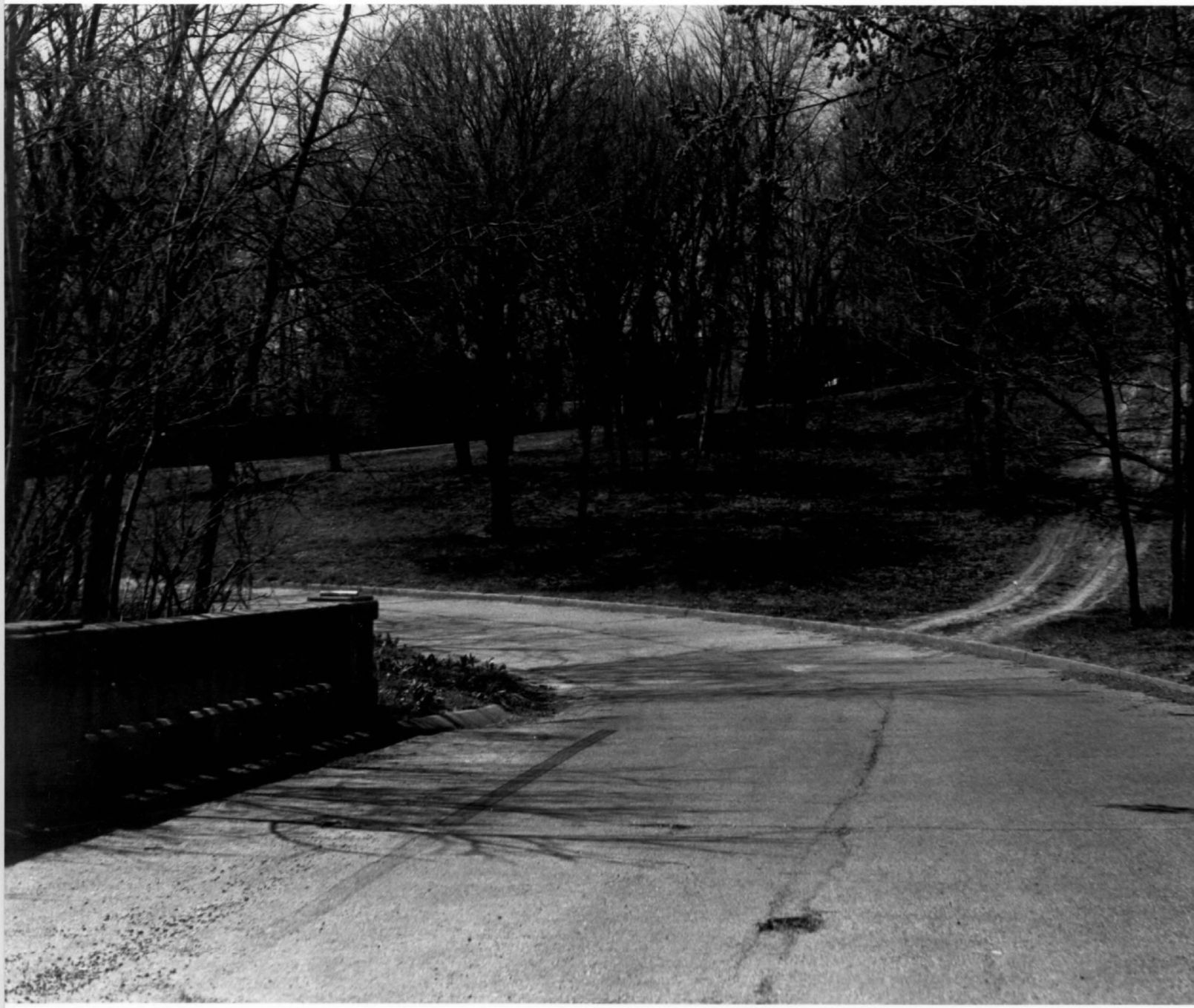
















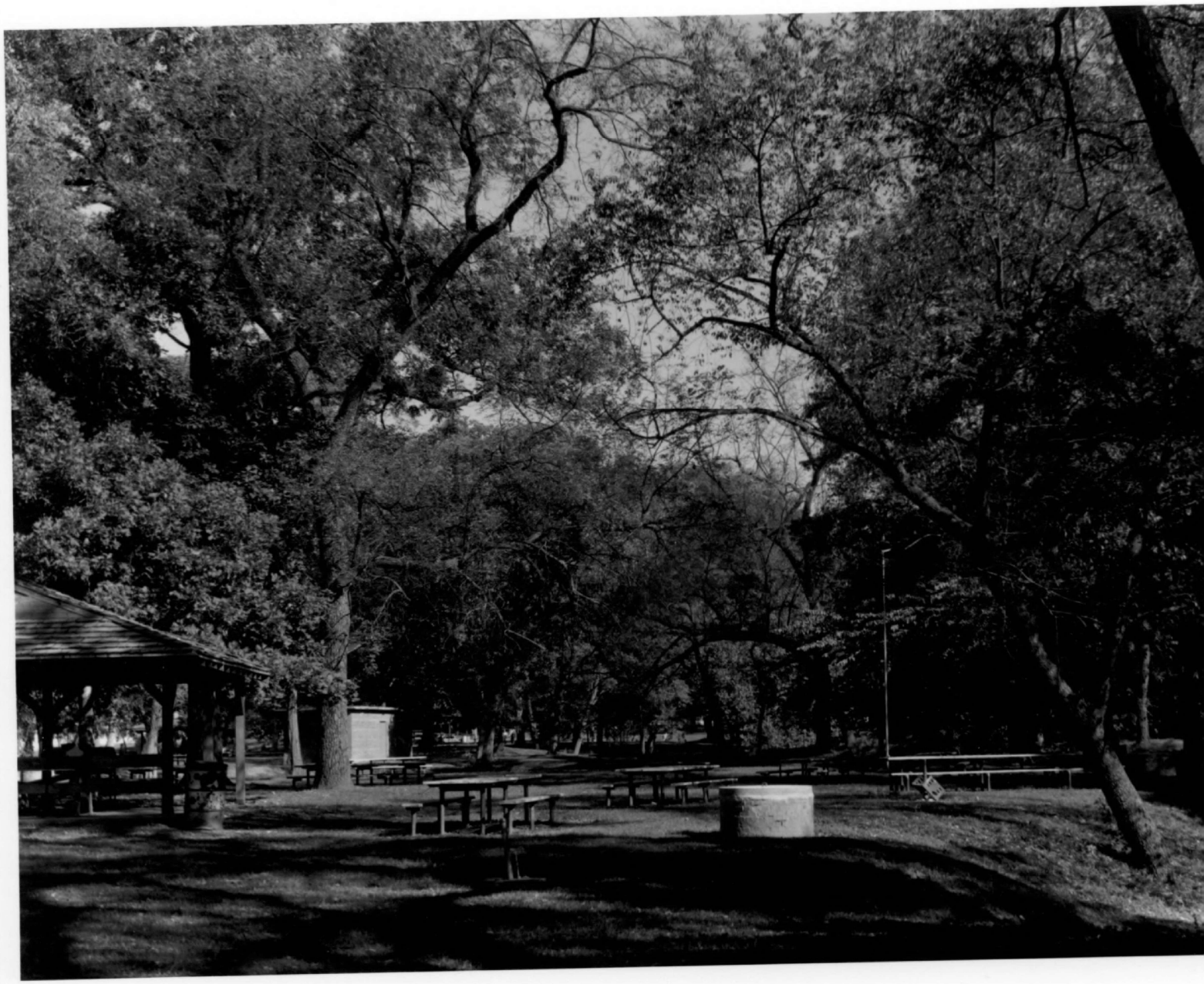


PHOTO
UNAVAILABLE















EXTRA PHOTOS

ARCHIVAL PRESERVER

ODAK SAFETY FILM 5063 KODAK SAFETY FILM 5063 KODAK SAFETY FILM 5063



→1 →1A →2 →2A →3 →3A →4 →4A →5 →5A

KODAK SAFETY FILM 5063 KODAK SAFETY FILM 5063 KODAK SAFETY FILM 5063 KODAK SAFETY FILM 506



6 →6A →7 →7A →8 →8A →9 →9A →10 →10A →11

KODAK SAFETY FILM 5063 KODAK SAFETY FILM 5063 KODAK SAFETY FILM 5063 KODAK SAFETY



→11A →12 →12A →13 →13A →14 →14A →15 →15A →16

ILM 5063 KODAK SAFETY FILM 5063 KODAK SAFETY FILM 5063 KODAK SAFETY FILM 5063



→16A →17 →17A →18 →18A →19 →19A →20 →20A



