

United States Department of the Interior
National Park Service

JUN 24 2016

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

Historic name The Kansas City Parks and Boulevards Historic District

Other names/site number N/A

Name of related Multiple Property Listing The Kansas City System of Parks and Boulevards

2. Location

Street & number Various locations (see Section 7) N/A not for publication

City or town Kansas City N/A vicinity

State Missouri Code MO County Jackson Code 095 Zip code various

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 at the following level(s) of significance:

 national statewide x local

Applicable National Register Criteria: x A B x C D

Toni M. Prawl

06/17/16
Date

Signature of certifying official/Title Toni M. Prawl, Ph.D., Deputy SHPO

Missouri Department of Natural Resources
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:

X entered in the National Register _____ determined eligible for the National Register

_____ determined not eligible for the National Register _____ removed from the National Register

_____ other (explain:)

By Barbara Doyal
Signature of the Keeper

8-9-16
Date of Action

The Kansas City Parks and Boulevards Historic District

Jackson County, Missouri

Name of Property

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply.)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

Category of Property

(Check only **one** box.)

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	2	buildings
4	0	sites
27	7	structures
8	10	objects
40	19	Total

Number of contributing resources previously listed in the National Register

2

6. Function or Use

Historic Functions

(Enter categories from instructions.)

LANDSCAPE: Park

TRANSPORTATION: Road-related

RECREATION AND CULTURE: Outdoor recreation

LANDSCAPE: Natural Feature

TRANSPORTATION: Road related

TRANSPORATION: Pedestrian related

GOVERNMENT: Municipal Buildings

RECREATION AND CULTURE: Work of art

Current Functions

(Enter categories from instructions.)

LANDSCAPE: Park

TRANSPORTATION: Road-related

RECREATION AND CULTURE: Outdoor recreation

LANDSCAPE: Natural Feature

TRANSPORTATION: Road related

TRANSPORATION: Pedestrian related

RECREATION AND CULTURE: Work of art

GOVERNMENT: Municipal Buildings

7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: The City Beautiful Movement
LATE 19TH AND EARLY 20TH CENTURY
REVIVALS: Beaux Arts

LATE 19TH AND EARLY 20TH CENTURY
REVIVALS: Mission

Materials

(Enter categories from instructions.)

foundation: N/A

walls: STONE: Limestone

roof: N/A

other: N/A

NARRATIVE DESCRIPTION ON CONTINUTATION PAGES

The Kansas City Parks and Boulevards Historic District

Jackson County, Missouri

Name of Property

County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

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

(Mark "x" in all the boxes that apply.)

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 old or achieving significance within the past 50 years.

STATEMENT OF SIGNIFICANCE ON CONTINUATION PAGES

Areas of Significance

Landscape Architecture

Community Planning

Entertainment/Recreation

Transportation

Architecture and Art

Period of Significance

1895-1965

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Kessler, George Edward, Landscape Architect

Hare & Hare, Landscape Architects

(see Section 7, Pages 29-30 for additional names)

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: **Kansas City Public Library, Kansas City, MO**

Historic Resources Survey Number (if assigned): _____

The Kansas City Parks and Boulevards Historic
District

Jackson County, Missouri

Name of Property

County and State

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log:

Name of Property: The Kansas City Parks and Boulevards Historic District

City or Vicinity: Kansas City

County: Jackson

State: Missouri

Photographer: Richard Welnowski

Date

Photographed: March 30 and April 20, 2014; May 2015 (Photo No. 22)

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 31: North Terrace (Kessler) Park, Scarritt Point at Gladstone Boulevard; view facing southwest
- 2 of 31: North Terrace (Kessler) Park, Cliff Drive; view facing west
- 3 of 31: North Terrace (Kessler) Park, Cliff Drive; view facing east
- 4 of 31: North Terrace (Kessler) Park, Cliff Drive Bridge along Chestnut Avenue; view facing south
- 5 of 31: North Terrace (Kessler) Park, North Terrace Lake; view facing southeast
- 6 of 31: North Terrace (Kessler) Park, The Concourse; view facing south, southeast
- 7 of 31: North Terrace (Kessler) Park, The Colonnade; view facing north
- 8 of 31: North Terrace (Kessler) Park, Detail of the Colonnade; view facing north
- 9 of 31: Penn Valley Park, Penn Drive, Lake and Penn Valley Drive; view facing northeast
- 10 of 31: Penn Valley Park, Penn Drive and Stairs; view facing east
- 11 of 31: Penn Valley Park, Liberty Memorial and Mall; view facing north
- 12 of 31: Penn Valley Park, *The Scout*; view facing northeast
- 13 of 31: Penn Valley Park, *Pioneer Mother Memorial*; view facing north
- 14 of 31: The Parade, Baseball Field; view facing southeast
- 15 of 31: The Parade, Stone Stairway and Greg/Klice Community Building; view facing southeast
- 16 of 31: The Parade, Park Management Building; view facing northeast
- 17 of 31: The Paseo, *August Meyer Memorial* and Women's Leadership Fountain; view facing north, northeast
- 18 of 31: The Paseo, The Pergola; view facing southwest
- 19 of 31: The Paseo, The Pergola; view facing northeast
- 20 of 31: The Paseo, Stone Wall and Terrace with the "William T. Fitzsimons Memorial Fountain"; view facing north
- 21 of 31: The Paseo, The Pergola and the "John Williams Memorial" at Truman Road; view facing north
- 22 of 31: The Paseo, Median at 18th Street with "Salvatore Grisafe Memorial"; view facing north
- 23 of 31: Linwood Boulevard, Traffic Light at the intersection of The Paseo; view facing west
- 24 of 31: Benton Boulevard at 28th Street; view looking south
- 25 of 31: Gladstone Boulevard at Bellaire Street; view looking west
- 26 of 31: Gladstone Boulevard at Askew Avenue; view looking west
- 27 of 31: Gladstone Boulevard at Anderson Avenue; view looking south
- 28 of 31: Gladstone Boulevard, Bridge over Anderson Avenue; view looking west
- 29 of 31: Armour Boulevard at Harrison Street; view looking west
- 30 of 31: Broadway Boulevard at W. 35th Street; view looking north
- 31 of 31: Independence Boulevard at Maple Avenue; view looking east

The Kansas City Parks and Boulevards Historic
District

Jackson County, Missouri

Name of Property

County and State

Figure Log:

- No. 1: Map of the Historic District
- No. 2: George Edward Kessler
- No. 3: Map of Kansas City Showing Original Study for Park System, 1893
- No. 4: Drawing of North Terrace Park, October 12, 1893
- No. 5: Cliff Drive, 1903
- No. 6: Cliff Drive, 1938
- No. 7: The Colonnade at North Terrace (Kessler) Park, 1945
- No. 8: Map of Penn Valley Park, 1910
- No. 9: Penn Valley Park, Penn Drive, 1920
- No. 10: Penn Valley Park, Lake, 1932
- No. 11: *Pioneer Mother Memorial* and Liberty Memorial in background, 1927
- No. 12: *The Scout*, 1960
- No. 13: Drawing of Parade Park, c. 1906
- No. 14: Parade Park, 1910
- No. 15: August Meyer, n.d.
- No. 16: Detail of a drawing of The Paseo, no date.
- No. 17: The Pergola on The Paseo, c. 1908
- No. 18: Linwood Boulevard at The Paseo with Traffic Light, 1932
- No. 19: Gladstone Boulevard near the Concourse, 1899
- No. 20: Gladstone Boulevard, n.d.
- No. 21: Armour Boulevard from Warwick Boulevard, 1925
- No. 22: Broadway Boulevard from Armour Boulevard, 1947
- No. 23: Independence Boulevard from Woodland, 1895

Maps

Key to Photograph Maps

- No. 1 (Photographs 1 through 8)
- No. 2 (Photographs 9 through 13)
- No. 3 (Photographs 14 through 16)
- No. 4 (Photographs 17 through 22)
- No. 5 (Photograph 23)
- No. 6 (Photograph 24)
- No. 7 (Photographs 25 through 28)
- No. 8 (Photograph 29)
- No. 9 (Photograph 30)
- No. 10 (Photograph 31)

Site Maps:

A Key Map and accompanying scaled down site maps showing the associated contributing and non-contributing features, along with resources of note, within the Kansas City Parks and Boulevard Historic District are included as a stand-alone document. Please note these are close ups of individual resources. The district boundary map outlining how these resources interconnect is provided on the Key Map, Figure No. 1 and the Lat/Long District Map (p. 77).

1	Key Map
2-5	North Terrace Park
6-7	Penn Valley Park
8	The Parade
9-11	The Paseo
12 - 17	Linwood Boulevard
18 - 25	Benton Boulevard
26 - 31	Gladstone Boulevard
32-34	Armour Boulevard
35-36	Broadway Boulevard
37-38	Independence Boulevard

National Register of Historic Places
Continuation Sheet

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The Kansas City Parks and Boulevards Historic District
Name of Property Jackson County, Missouri
County and State The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Summary

The Kansas City Parks and Boulevards Historic District (Figure 1) is located in Kansas City, Jackson County, Missouri. The Historic District is generally bounded by the Missouri River on the north, the Missouri state line on the west, Hardesty Avenue on the east and Armour Boulevard on the south. The proposed district is comprised of four property types as described in the MPDF titled "The Kansas City System of Parks and Boulevards," including the following: Community Parks, Intra-Neighborhood Connectors, Major Residential Main Streets, and Commercial Corridors. There are three Community Parks including North Terrace (Kessler) Park, Penn Valley Park and The Parade. In addition, there are three Intra-Neighborhood Connectors including The Paseo, Linwood Boulevard and Benton Boulevard; two Major Residential Main Streets including Gladstone Boulevard and Armour Boulevard. Lastly two Commercial Corridors, Broadway Boulevard and Independence Boulevard, are included in this nomination. As stated in the MPDF, "The [parks and boulevard] system, as it stands today, is an outgrowth of [George E.] Kessler's 1893 Parks and Boulevards system (Figures 2 and 3) for the city that launched the idea of a comprehensive park system to guide and coordinate urban growth."¹ "The Kansas City Parks and Boulevards Historic District" contains 40 contributing resources and 19 non-contributing resources. Of the 40 contributing resources, there are 27 structures, 4 sites, 8 objects and 1 building. Of the 19 non-contributing resources, there are 7 structures, 10 objects and 2 buildings. It is important to note that parks are counted as sites, while boulevards are counted as structures, relative to this National Register Nomination. Furthermore, Liberty Memorial, listed in the National Register in 2000 and as a National Historic Landmark in 2006, is included in the overall discussion as one structure within the larger district; however, as a previously listed resource, it is not included in the overall resource count.² The same is true for the Parade Park Maintenance Building (NR; 2008). With one exception, parking lots, constructed outside the period of significance, were not counted as it was found that they are not substantial in size and scale, accommodating not more than five spaces. Tennis courts, playgrounds, grass ball fields and practice courts were not included in the resource count, as well, as they are typically modified or possibly altogether removed over time. As illustrated in the general map (Figure No. 1), these parks and boulevards are considered a citywide network, encompassing the city's central core through Midtown. The majority of the parks and boulevards and associated features retain integrity of location, design, setting, materials, workmanship, feeling and association, and therefore, meet the registration requirements as set forth in the MPDF. The integrity of the parks and boulevards included in this historic district are discussed in the relative property type narratives, accordingly.

Elaboration

¹ Cydney E. Millstein and Paul Novick, "The Kansas City System of Parks and Boulevards, National Register of Historic Places MPDF, November 1, 2013, E9.

² Liberty Memorial contains 9 contributing resources, as defined in the "Liberty Memorial National Register Nomination", 18 August 2000. See page 2 of the cover jacket.

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The Kansas City Parks and Boulevards Historic District
Name of Property Jackson County, Missouri
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The following descriptions of parks and boulevards are directly related to the Associated Property Types as defined in the Kansas City System of Parks and Boulevards MPDF. Furthermore, they are all related to the two associated contexts as identified in Section E of the MPDF: "The Work of George Edward Kessler and the Kansas City Parks and Boulevards System, 1887-1926" and "The Next Generation of Kansas City's Parks and Boulevards 1927-1966." These parks and boulevards often include historic and/or non-historic resources such as buildings, structures, sculpture, memorials, fountains, etc., that are associated with a particular park or boulevard.

As stated in the MPDF, "each of the descriptions of the property types enumerates defining characteristics. Certain roads, circulation paths, walkways, paved play areas, tennis courts, basketball courts, etc., have been changed or modified over time and in many instances original surfaces have been repaved, playground equipment (and other furnishings) has been updated due to deteriorated condition and/or current code requirements."³

"While these features are important to the overall function, especially that of a park, the changes are typically compatible with the overall historic character. For example, there are instances where circulation paths have been paved with asphalt, but the size and width has not been significantly changed, unless ADA guidelines were required. In addition, many of the boulevards have been resurfaced since they were initially constructed; this is warranted due to an increase in traffic and modes of transportation through the years. In most cases, historic alignments and widths were adhered to throughout the system, thereby retaining overall integrity."⁴

Surface parking areas were designed outside the period of significance and except for one (non-contributing structure) in Parade Park, were not included in the overall count. This is the case due to the general size accommodating less than 4-5 cars. However, they are described in Section 7 narrative.

The following descriptions are based, in part, on the two previous surveys: "Historic Resources Survey of the 1893 Parks and Boulevard System"⁵ and the subsequent study, "Landscape Architectural/Historic Survey of Parks and Boulevards, 1893-1940."⁶ Descriptions have been updated, when appropriate. Acreage of each park and boulevard is listed with each resource. Boulevard acreage is based on distance in miles and average right-of-way (ROW) width, which varies with each boulevard. The Paseo,

³ Millstein and Novick, MPDF, F1.

⁴ Ibid, F2.

⁵ Deon Wolfenbarger, "Historic Resources Survey of the 1893 Parks and Boulevard System," 1989. This report contains sections divided in parks and boulevards and is not paginated.

⁶ Tourbier and Walmsley, Inc., Architectural & Historical Research, LLC and Theis Doolittle and Associates, Inc., "Landscape Architectural/Historic Survey of Parks and Boulevards, 1893-1940, Kansas City, Missouri," 1994.

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The Kansas City Parks and Boulevards Historic District
Name of Property Jackson County, Missouri
County and State The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

for example, has an average of 200 ft. ROW, while the remainder of the boulevards average between 74 feet and 100 feet.

General Remarks about the District

The parks and boulevards included in “The Kansas City Parks and Boulevards Historic District” vary in size, topography and layout. Together, they form the nucleus of the parks and boulevard system that shaped Kansas City over the ensuing years. This comprehensive network of green space interconnected by broad parkways and boulevards transformed and guided urban growth within the early years of the city and its impact, foremost (but not limited to) as an urban planning tool, remains to this day. This “armature” of green space that defines “The Kansas City Parks and Boulevards Historic District” intertwined with the urban landscape remains the legacy of parks and boulevard system of Kansas City (Please see Figure No. 1 and the Lat/Long District map on pg. 77 for district boundaries).

“The Kansas City Parks and Boulevards Historic District” is characterized by a wide variety of physical and geological characteristics. North Terrace Park (renamed Kessler Park), located along the river bluffs in the northeast portion of the city, is rich in both topography and vegetation. Gladstone Boulevard, with its varying alignment and grade and generous width, runs generally along the southern edge of North Terrace Park and provides a connection from North Terrace Park to Independence Avenue on the western end of the park.

Benton Boulevard is the easternmost boulevard within the system and connects Independence Avenue on the north end to Linwood Boulevard at its southern terminus. At the southern terminus of Benton Boulevard it intersects with Linwood Boulevard, an east-west commercial corridor. From this point Linwood extends west to its connection with Broadway Boulevard, which then connects to Armour Boulevard on the south.

Armour Boulevard, which is also a commercial corridor, continues due west to its intersection with Broadway Boulevard. From this point Broadway Boulevard, an additional commercial corridor turns to the north until it intersects with Penn Valley Park, a large portion of land, which holds large open expanses, varying topography, a small lake and many native limestone outcroppings.

Independence Boulevard is a commercial corridor connecting Benton Boulevard on the east to The Paseo on the west. This portion of The Paseo is a north-south Parkway with an expansive median connecting Independence Avenue on the north to The Parade that is a gently sloping open space with numerous mature trees and park facilities.

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The Kansas City Parks and Boulevards Historic District
Name of Property Jackson County, Missouri
County and State The Kansas City System of Parks and Boulevards
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Parks

There is one type of park found within "The Kansas City Parks and Boulevards Historic District", that of Community Parks. Major features, such as architecture, memorials, fountains, bridges, etc., within these parks are examined and included in the overall resource count. It should be noted, however, that minor, small-scale features, mostly commemorative plaques affixed to boulders and signposts, are briefly described, yet are not included in the overall resource count. Furthermore, playgrounds, small basketball practice courts, and tennis courts are not included in the overall count, as well. Contributing and Non-Contributing features found within these parks are listed with the description of each park.

Community Parks

As stated in the MPDF, "Community Parks are generally defined as larger than neighborhood parks and central to an area of several neighborhoods. While some are smaller in acreage, they provide a central park, of sorts, serving the adjacent and surrounding neighborhoods."⁷ The following is a description of the three Community Parks included in "The Kansas City Parks and Boulevards Historic District."

North Terrace: 303.51 acres (Acquisition beginning in 1895; Photographs 1-8; Figure Nos. 4-7; Map Nos. 2-5. 2 Contributing Sites, 9 Contributing Structures, 1 Contributing Building, 1 Contributing Object, 1 Non-Contributing Structure and 3 Non-Contributing Objects.)

North Terrace Park (renamed George Edward Kessler Park in 1971), a contributing site, is a Community Park covering a total of 303.51 acres and is divided into two sections by a ravine occupied today by Chestnut Trafficway, a major north-south connector. Two large native limestone promontories are in each section: Prospect Point in the west, and Scarritt Point in the east. The view of the Missouri River valley with the downtown skyline in the distance from these promontories is commanding. Generally speaking, North Terrace Park is bounded by the historic Missouri Pacific Railroad on the north, Gladstone Boulevard and Lexington Avenue on the south, Belmont Boulevard on the east and The Paseo Boulevard on the west. Because Kessler's scheme for North Terrace Park lacked a formal design and few improvements to the natural landscape (he wanted to keep the park in its rugged condition), the park remains as it was initially designed, with few exceptions (see below).

Cliff Drive (Photographs 2-3; Figures 5 and 6), a contributing structure within the park, meanders through the entire rugged, picturesque park, and connects Scarritt Point and Prospect Point with a bridge over Chestnut Trafficway. Cliff Drive, now a Missouri Scenic Byway, is approximately six and one half miles in length, extending eastward to

⁷ Millstein and Novick, MPDF, F4.

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Belmont and westward to Highland Avenue where The Paseo was extended north to meet it.

The drive itself winds through rugged terrain with large native limestone outcrops and historically was used for both vehicles as well as horses. The road is constructed of asphalt with much of the original native stone curbing in place.⁸ In most locations the roadway is enclosed with a dense canopy of large, mature shade trees. Most of the original limestone steps (from stone quarried on site) leading from the drive are extant (from Scarritt Point and at Garfield Avenue) but are covered with vegetation and/or soil from runoff. At the north edge of Cliff Drive, along several lookout points, low limestone walls provide "safety measures" for traffic.

In addition to the rough terrain, the park also contains many levels of gently sloping areas suitable for recreational activities.⁹ The western section includes open ground where playground equipment is installed. **The Waterworks Reservoir**, oval in shape and approximately 590' long by 230' wide, is surrounded by an iron fence and is currently unused and overgrown with vegetation. Designed by the Kansas City Water Department with W. G. Goodwin, Chief Engineer, in 1919-1920, it is a contributing structure. While it was drained in 1931, it has retained all of its original components such as the concrete basin, stairs and walkways.

East Outlook Point Drive, a contributing structure, is a narrow, two-lane park roadway that connects Cliff Drive to Wabash and provides a commanding view to the Waterworks Reservoir. **East Reservoir Drive** (originally called Summit Road), a contributing structure, connects to East Outlook Point Drive and moves in an easterly direction, then north around the reservoir to its intersection with Lexington Avenue. It, too, is a narrow, two-lane roadway. Both roadways were designed and constructed concurrently with the Waterworks Reservoir, 1919-1920.¹⁰

Fairly level ground exists above Scarritt Point. Rough cut native stone steps blending with the park setting provide access from the upper portions of the park to Cliff Drive, as well as to the East Bottoms below Cliff Drive.¹¹

North Terrace Lake (Photograph 5), a contributing structure, is an irregularly shaped body of water in the ravine west of Chestnut Trafficway, and contains a small island in

⁸ Cliff Drive was resurfaced in 1987-1988. At the same time, missing portions of the limestone curbing was also replaced with curbs of the same material. See: *Legacy of Design*, 51.

⁹ Wolfenbarger, Section on North Terrace Park, n.p.

¹⁰ Phone interview with Ann McFerrin, Archivist for the Parks and Recreation Department, May 6, 2016. It is presumed that these roadways were designed by park staff.

¹¹ The steps descending from the upper portion of the park to Cliff Drive are not visible and access to verify the condition was next to impossible.

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its southeast portion. Concrete sidewalks surround and protect the entire water's edge, and provide access for fishing. The location of the lake is generally the same as it was originally designed but the shape was slightly altered in the 1940s. **Cliff Drive Arch Bridge** (Photograph 4), a contributing structure designed by Harrington, Howard and Ash in 1920, is a concrete closed spandrel arch span that stretches over Chestnut Trafficway (see below) and carries Cliff Drive. Measuring 77 feet in length, with a deck width of 43 feet, the bridge is sited to the east of North Terrace Lake.

It is important to note that Chestnut Parkway, a two-lane road that runs north and south (under Cliff Drive Arch Bridge), has no intersections, grade crossings, parking or access to North Terrace Park. It provides a roadway to the East Bottoms and has no connections to any facilities within North Terrace Park. It is used mostly as a transportation/commercial route for freight trucks. For these reasons, it is not considered part of North Terrace Park and is not counted as a contributing or non-contributing resource.

The Concourse (Photograph 6), a contributing structure attributed to George Kessler, is a two-block, rectangular level area of the park bounded by Gladstone Boulevard on the north, Benton Boulevard on the east, and Anderson Avenue on the south. A fountain is the main focus in the center of The Concourse. As described in the "Historic Resources Survey of the 1893 Parks and Boulevards System", The Concourse "is a large rectangular pool surrounded by a low stonewalls. A spray ring is the central water feature, with several other water jets, some of which arch inward, and others straight up. Modern concrete benches are around the pool. At the south end of The Concourse is a small stone, one-story, **Comfort Station**, with a south gable-roof bay, and a north hipped-roof bay."¹² Attributed to builder E. P. Shaw and constructed in 1914, the Comfort Station is a contributing building.

Other resources within North Terrace Park include **The Colonnade** (Photographs 7 and 8), a contributing structure. Designed by Henry Wright and constructed in 1907-1908, the Colonnade is an historic Beaux Arts structure of reinforced concrete faced with smooth limestone. Additional the Colonnade features red clay tile roofing with portions of open trellis (Figure 7). The overall design features a semi-circle, double-row peristyle flanked by two pavilions with domed roofs. In turn, the pavilions are flanked by pergolas and pavilions. At the north side of the Colonnade is a long concrete balustrade. The Colonnade provides shade and panoramic views to the north.

A **memorial to John F. Kennedy**, designed by Salvatore Arnone in 1965, is constructed of grey sandstone with a bronze bas-relief plaque and is sited in the center of the Colonnade. A contributing object, it measures 8 feet in height. West of The

¹² Wolfenbarger, Section on North Terrace Park, n.p.

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Concourse and Gladstone Boulevard are four lighted tennis courts, and a smaller hard-surfaced playing court (not included in the overall resource count as mentioned above).

From the eastern terminus of Cliff Drive (at approximately Elmwood), North Terrace Park narrows between the Missouri River valley and Gladstone Boulevard, containing just native vegetation and bluffs. This strip extends to the eastern edge of the park to “**Indian Mound**”, a twelve-acre site that was rehabilitated as part of a WPA project in 1937-1938. It is a contributing site. Today, the mound is covered in turf and the street by the mound “widens into a parking area with a **stone parapet wall** [low in height].”¹³ The stone (limestone) parapet wall is a contributing structure, part of the WPA project.

The Central Electric Railway Bridge, the Carl DiCapo Fountain, Entry Gates and Kiosk are four features in North Terrace Park considered non-contributing. They are counted as resources in the district due to their size. The Central Electric Railway Bridge (Map 3, No. 2), was originally designed by Waddell & Hedrick in 1900 and completed in 1908. The steel viaduct, measuring approximately 385 feet in length and sited sixty-five feet over Chestnut Avenue Trafficway, was modified in 1941 and again in 1969. The modifications to the bridge, which removed tracks and added a concrete deck, compromised the historic integrity. The domed kiosk (2008; Map 4, No 3) at the west entrance to the park, the Carl DiCapo Fountain (Cliff Drive, 1989; Map 4, No. 4), which incorporated a natural spring into a recirculating waterfall in a limestone setting, and the large stone entry gates (1997; Map 2, No. 1) are modern additions outside of the period of significance.

North Terrace Park is counted as a contributing site and contains the following contributing features (12 total):

- Cliff Drive (George Kessler, 1905) (structure)
- Water Works Reservoir (Water Department, Kansas City, MO, W. G. Goodwin, Chief Engineer; 1919-1920) (structure)
- East Reservoir Drive (Park staff, 1919-1920) (structure)
- East Outlook Point Drive (Park staff, 1919-1920) (structure)
- North Terrace Lake (George Kessler) (structure)
- Cliff Drive Arch Bridge (Harrington, Howard and Ash; 1920) (structure)
- The Concourse (George Kessler, by attribution; 1906) (structure)
- Comfort Station (attributed to E. P. Shaw, builder; 1914) (building)
- The Colonnade (Henry Wright; 1906-1908) (structure)
- *John F. Kennedy Memorial* (Salvatore V. Arnone, 1965) (object)
- Indian Mound (date unknown; stabilized by the WPA in 1937-1938) (site)
- Stone parapet wall (WPA, 1937-1938) (structure)

¹³ Ibid.

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North Terrace Park contains the following non-contributing features (4 total):

- Central Electric Railway Company Bridge (1908; 1941 and 1969 modifications) (structure)
- Carl DiCapo Fountain (Johnson, Brickell, Mulcahy and Associates; Larkin and Associates; and M. Stimach; 1992) (object)
- Entry Gates (R. Peter Loughlin; 1997) (object)
- Kiosk (Scott Overbay; 2008) (object)

Minor uncounted features in North Terrace Park include contemporary metal and concrete benches, metal trash receptacles, modern light fixtures along Cliff Drive and a new playground (at the west side of the Concourse).

Integrity

North Terrace Park, now called Kessler Park, has retained the vast majority of its location, design, setting, materials, workmanship, feeling and association, thereby conveying its historical significance and meeting the registration requirements as set forth in the MPDF. As originally designed by George Kessler, North Terrace Park has retained its overall integrity of design in its overall shape, spatial relationships, circulation system, forested and open areas. Cliff Drive, as the park's major feature and pleasure drive, has only been slightly modified from Kessler's original 1893 design for this contributing feature. Portions of the original limestone curbs have been replaced in various areas (with limestone to match original) and storm catch basins have been added. The original gas lamps, placed 100 feet apart, are no longer extant and have been replaced with modern replicas. Additional contributing features including the Colonnade, the Concourse, and the John F. Kennedy Memorial, have all maintained their materials and workmanship and remain in good condition. Cliff Drive Arch Bridge, too, has retained its original materials and workmanship, although some of the stonework is in need of repair. North Terrace Lake, while renovated in the 1940s and the 1990s, still retains the majority of its original design. The Waterworks Reservoir, while no longer in use as originally intended, has retained its design and much of its original materials. Currently, there are plans to restore much of the character-defining features of the reservoir. The Indian Mound, while no longer eligible as an archeological site, is an important WPA preservation project as it the stone parapet wall.

Penn Valley: 176.58 acres (Acquired 1898; Photographs 9-13; Figures 8-12; Map Nos. 6-7. 1 Contributing Site, 3 Contributing Objects, 4 Contributing Structures, 1 Previously Listed Resource, 1 Non-Contributing Building and 1 Non-Contributing Object)

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Penn Valley Park, a contributing site totaling 176.58 acres, is a Community Park with dramatic changes in topography (Figure 8). Historic Penn Valley Park provides a significant component to the overall Parks and Boulevards Historic District, with Penn Valley Drive meandering through the heart of the park, providing a major connection/link to the rest of the historic system.

The park's irregular border is bounded thusly: the western portion is rectangular, and is bounded by Southwest Trafficway (Summit Street) on the west, 31st Street on the south, Wyandotte on the east, and 26th Street on the north. The main drive, Penn Valley Drive, physically and visually separates the park into two major sections. Also separating the two sections is a high limestone cliff covered with vegetation on the east of Penn Valley Drive. Penn Valley Drive becomes Broadway Boulevard at the southern end of the park, which connects this park to the rest of the historic district.

The northeast portion of the park, where **Liberty Memorial** (National Historic Landmark; 2006 and NR; 2000) is sited, is bounded by Main Street on the east, West Pershing Road on the north, Kessler Road on the west, the Liberty Memorial Mall to the south and Memorial Drive on the southwest. Liberty Memorial and the entire associated landscape are described in more detail in the National Register nomination (NR 2000).

Penn Valley Drive, a contributing structure within the park, is a curving, four-lane roadway, which separates the eastern and western sections of the park (Photograph 9). According to landscape historian Deon Wolfenbarger, this main drive through the park "remains nearly identical to the original plan [by Kessler], as this was the old route from the city to [the town of] Westport."¹⁴ (Note that W. 29th and W. 30th streets are branches of Penn Valley Drive and for this reason, they are considered the same structure and are not counted separately in this nomination.) The opposing directions of traffic on Penn Valley Drive are separated by a narrow median planted with turf and shade trees. Broadway joins with Penn Valley Drive at the southern end of the park by means of a skewed, rigid frame **stone bridge** (single span measures 49.2 feet) with stone abutments and solid rail. Bushman Construction Company was responsible for the design of this contributing structure (sometimes referred to as the Broadway Overpass); it was constructed in 1949-1950.

Penn Valley Drive heading south passes through the bridge. A narrow ravine runs north/south between Penn Valley Drive and Penn Drive, Pennsylvania Avenue to the west provides access to the skate park, the tennis courts and ultimately *The Scout* (See description, below; Figure 9). A native limestone wall is at the south end of the ravine, on grade with the road (approximately 30th and Penn Valley Drive). A contemporary fitness trail meanders through the bottom of the ravine, crossing the creek bed twice with small, arched native stone culverts. At the northernmost section of the ravine is a

¹⁴ Wolfenbarger, Section on Penn Valley Park, n. p.

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3.08-acre **Lagoon and Dam** (Photograph 9 and Figure 10). The lagoon and its surrounding environment have gone through a recent renovation; improvements include; new walking trail surrounding the lagoon (2000), seating niches, fishing access areas, lake edge improvements and landscaping.¹⁵ A stone-faced bridge/overflow structure is at the northern edge of the lake. While it has been modified from the original, the Lagoon is considered a contributing structure as it maintains its original location, size and design. Many of the modifications were made due to deteriorating banks. Along the west side of Penn Drive, across from the lagoon, rock outcroppings are numerous along the slope.

South of the ravine, **Penn Drive**, a contributing structure, moves south, rising with the ground plane passing 30th Street (where a round-about is located) and connecting to Pennsylvania Avenue just north of W. 31st Street. Pennsylvania Avenue provides access to four tennis courts, a half practice court and a concrete skate park, all indicated on the map of Penn Valley Park. Although these features utilize concrete slabs they do not greatly impact the integrity of the park because it is not in the view shed of *The Scout* (see below), and has not impacted of the essence of place.

At the north end of the courts, Pennsylvania Avenue terminates into a parking lot at the tennis courts. From this point a path leads to **The Scout**, a contributing object within the park. This sculpture is a 10' tall bronze statue of a Sioux scout on horseback which rests on a large native limestone base atop a high plateau in the park overlooking Penn Valley Lagoon (Photograph 12 and Figure 12). Designed by Cyrus E. Dallin for San Francisco's Panama-Pacific Exposition in 1915, the 16,000-pound sculpture was purchased by Kansas City and dedicated in 1922 "as a memorial to the local Indian tribes."¹⁶ An additional pedestrian pathway from the skate park stretches northwest to an overhead pedestrian bridge that crosses Summit Street.

The Hiker, a contributing object, is a bronze statue resting on a decorative marble plinth that is situated just south of Liberty Memorial Mall and Memorial Drive in a triangular plot of land. Theo A. R. Kitson designed the statue in commemoration of the infantrymen "of the Spanish-American War the Philippine Insurrection and the China Relief Expedition."¹⁷ *The Hiker*, standing 15 feet in height on a five-foot tall Georgia marble base and weighing 1200 pounds, was dedicated in 1947.

To the west of *The Hiker* is a parking area constructed of asphalt with a concrete curb and gutter. Due to its small size, it is not a contributing resource. A pathway from this

¹⁵ Jimmie Lassing, Senior Landscape Architect for the Parks and Recreation Department, stated that the island in the lake was not part of Kessler's original design. Over the years, sediment created this land feature.

¹⁶ Lillie F. Kelsay, "Historic & Dedicatory Monuments of Kansas City." Board of Parks & Recreation Commissioners, Kansas City, February 1987, 54.

¹⁷ Ibid, 25.

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parking lot provides access to the ***Pioneer Mother Memorial***, a contributing object, situated further west, at the peak of a high grassy plateau, (Photograph 13 and Figure 11).¹⁸ Designed by Alexander Phimister Proctor, New York, with architects Wight & Wight, Kansas City, the monumental sculpture features a group of bronze pioneer figures with their horses and rests on a large pedestal of gray granite. The grouping, which took four years to complete, depicts "pioneers traveling westward over the vast expanse of plains..." stands on a Minnesota pearl pink granite and concrete base. The grouping is thirteen feet in height and 26 feet in length and weighs approximately 16,000 pounds. It was dedicated on November 11, 1927.¹⁹

North of the *Pioneer Mother* is a small picnic area with swings, two baseball fields with lighting, playground and new shelter. These are small features that utilize the topography and do not detract from the landscape. At the same elevation, Kessler Drive at this point follows along the western edge of Liberty Memorial Mall (Photograph 11), and provides excellent views of the Memorial. Kessler Drive and Memorial Mall are included in the Liberty Memorial NR (see above).

South of the *Pioneer Mother*, west of Wyandotte, and east of Penn Valley Drive is a high grassy plateau dotted with mature trees. South of 29th Street, there are two fenced in dog parks and parking lot constructed of asphalt with concrete curb and gutter. In the far southeast corner of the park there is the two-story limestone building, the **Stable and Storage Barn**, which is the current home of "Just Off Broadway Theater". It is considered a non-contributing building within the park (Map 7, No. 1). Originally designed by the Kansas City architectural firm of Root & Siemens and constructed in 1910, the building was all but destroyed by fire in 1990s and was reconstructed to house Just Off Broadway Theater. Due to the fire, the building has lost integrity. The other non-contributing feature (object) is **The Firefighters Memorial Fountain** located in the southwest corner of the park on the north side of W. Thirty-first Street. Tom Corbin with Larkin and Associates designed the sculpture (Map 7, No. 2). *The Firefighter's Memorial Fountain*, which features realistic figures of firefighters set in a stone basin and surrounded by multiple water jets, was designed in 1991. This object is a modern addition outside the period of significance.

Penn Valley Park is counted as a contributing site and contains the following contributing features (7 total plus one previously listed resource):

- Liberty Memorial (Harold Van Buren Magonigle; 1921-1926). National Register, 2000 and NHL, 2006. (Not included in the overall resource count.)
- *The Hiker* (Theo A. R. Kitson, 1947) (object)
- *Pioneer Mother Memorial* (Alexander Proctor, 1927) (object)

¹⁸ The Pioneer Drive to the memorial was removed.

¹⁹ Kelsay, "Historic & Dedicatory Monuments of Kansas City," 46-47.

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- *The Scout* (Cyrus E. Dallin, 1915; dedicated 1922) (object)
- Stone Bridge at Broadway (Bushman Construction Company, 1949-1950) (structure)
- Lagoon and dam (George Kessler, c. 1906) (structure)
- Penn Valley Drive (George Kessler, c. 1906) (structure)
- Penn Drive (George Kessler, c. 1906) (structure)

The park contains the following non-contributing features (2 total):

- Stable and Storage Barn (Root and Siemen, 1910; destroyed by fire and rebuilt in 1994 as the only black box theatre in Kansas City (building)
- *The Firefighter's Memorial Fountain* (Tom Corbin and Larkin and Associates, 1991 (object)

Minor uncounted features in Penn Valley Park include cobra type and contemporary acorn lighting fixtures; contemporary concrete stairs, metal trash receptacles, benches, and bollards. In addition, a **skateboard park** with sports lighting sited south of *The Scout* is not counted, nor is the **tennis court**, **baseball field** and **dog park** as they are considered part of the landscape. (See Section 7, Page 4, for further explanation.)

Integrity

Penn Valley Park and its contributing features have retained the majority of its location, design, setting, materials, workmanship, feeling and association, thereby conveying its historical significance and meeting the registration requirements as set forth in the MPDF. The current boundaries of Penn Valley Park reflect the 1926 additions to parkland acquired as the site for Liberty Memorial. Kessler's original design and circulation system, including Penn Valley Drive (except for the median at its center), the inner park drive, the Lagoon and Dam (restored in 2008), and overall vegetation, retaining walls, stairs and natural limestone outcroppings remain intact and in good condition. Sculptures to include *The Hiker*, *Pioneer Mother Memorial*, and *The Scout* have all retained their integrity, as well. The initial road leading to *The Scout* has been slightly modified; however, it essentially follows the original drive.²⁰ Improvements to Penn Valley Park over the course of twenty-five years, including repairs to the existing retaining wall, lagoon and dam (which stabilized these historic elements) and construction of a fitness trail (replacing Pioneer Mother Drive), play area, and skateboard park have not diminished Kessler's original design.

²⁰ Janice Lee and David Boutros, et. al, eds. *A Legacy of Design: An Historical Survey of the Kansas City, Missouri, Parks and Boulevards System* (Kansas City: Kansas City Center for Design Education and Research, 1995), 79.

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The Parade: 20.99 acres (Acquired 1900; Photographs 14-16; Figure Nos. 13-14; Map No. 8. 1 Contributing Site, 1 Contributing Structure, 1 Previously listed Building, 1 Non-Contributing Building and 1 Non-Contributing Structure)

The Parade is a 20.99-acre park located on the eastern edge of The Paseo between Truman Road on the north, Seventeenth Terrace on the south, and Woodland Avenue on the east. (Figures 13 and 14). The rectangular park slopes from a high elevation on the northern edge down to the south. The northern edge of the park has the greatest number of trees of varying age, the majority of which are Sycamore.²¹

While the boundaries, areas of vegetation, and the park's use have largely remained the same, there have been some changes to the park over the course of time. As originally designed by Kessler, The Parade featured "an oval track or athletic field" in the park's northern section (Figure 13). This feature of The Parade (and its location) is still in use; however it is no longer used for military parades as was initially planned.

To the south of the five-acre field a public bath house was constructed (Howe, Hoit & Culter, c. 1904; demolished), with the portions of the park at the northeast and northwest set aside for wooded areas. In 1912, at the southeast corner at 17th Terrace and Woodland, a plant and machine shop and separate stable and storage barn were constructed. The **Parks Management** building (now called the Horace M. Peterson III Building; Photograph 16), a two-story limestone structure with red tile roof and home to the Black Archives, Ewing Kauffman Hall and the Full Employment Council. It is listed in the National Register (2008).

On the west side of the park the original **stone entry steps** (a contributing structure) designed by George Kessler (Photograph 15) with decorative low columns connecting to The Paseo remain.

There are a number of contemporary additions to the park including an oval walking path (with a rubberized surface) enclosing the baseball field (the location is that of the initial military drill yard), which contains a ball diamond with backstop and dugouts placed in the area that featured the oval track and military parade. Walks from the two northern corners connect with the track and the four tennis courts in the northeast corner.

To the southeast of the track are two paved basketball courts and a playground structure. In the southwest portion of the site is the **Gregg /Klice Community Center**, a two-story, flat-roofed brick facility, considered a non-contributing building (Map 8, No. 1). It is counted as a resource in the district due to its size. Designed by John Sparks and constructed in 2002 with an addition by George Kipp, Go Studios in 2012, the two-

²¹ *Ibid*, 135.

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story, flat roof structure is a modern addition outside the period of significance. A half-circle drive and a curvilinear **surface parking** (non-contributing) area (Map 8, No. 2) are located south and east of the building. It was constructed outside of the period of significance. A small spray-ground (water playground) resides in the southwest corner of the park and as noted above, is not part of the resource count.

The Parade is counted as a contributing site and contains the following contributing features (1 total plus one previously listed resource):

- Park Management Building (Arthur L. Sparks, 1912; renovated in 2008; National Register of Historic Places, 2008) (Not included in the overall resource count.)
- Stone Steps (George E. Kessler, 1906) (structure)

The Parade contains the following non-contributing features (2 total):

- Gregg/Klice Community Center (John Sparks, 2002; Addition by George Kipp, Go Studios, 2012) (building)
- Surface Parking (c. 2012; structure)

Minor uncounted features in The Parade include the **jogging path, baseball field**, sports and contemporary period lighting, metal benches and trash receptacles.

Integrity

The Parade has retained the majority of its location, design, setting, materials, workmanship, feeling and association, thereby conveying its historical significance and meeting the registration requirements as set forth in the MPDF. The boundaries for this park have not changed and historic buildings and structures, including the Park Management Building and the historic stairs designed by Kessler, remain intact. The vegetation at the northern portion of the park and the historic Park Management Building reflect the original design, adding to a sense of time and place. The one change to The Parade that of the loss of the actual “parade” or military drilling area where a jogging path now circles the original green space has not diminished the intent of the park, as it is still an area used for passive recreation.

Boulevards

Intra-Neighborhood Connectors

George E. Kessler designed all of the Intra-Neighborhood Connectors included in this National Register Nomination: The Paseo, Linwood Boulevard and Benton Boulevard. These boulevards “serve as the backbone of Kansas City’s Parks and Boulevards System”²² as stated in the MPDF. Furthermore, the MPDF states that, “these roadways,

²² Millstein and Novick, MPDF, F7

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servicing a large swath of the city, east to west and north to south, combine two types of landscape design: the City Beautiful and the American Romantic Style.²³

The Paseo: 1.1 miles; 19.4 acres (Various acquisition dates beginning in 1896; Photographs 17-22; Figure Nos. 15-17; Map Nos. 9-11. 7 Contributing Structures, 2 Contributing Objects, 2 Non-Contributing Structures and 5 Non-Contributing Objects)

The initial section of **The Paseo**, a contributing structure, designed by George Kessler runs from Independence Avenue on the north to E. 18th Street on the south and is considered an Intra-Neighborhood Connector (Figure No. 16). This portion of The Paseo stretching from Independence Boulevard south through 18th Street provides a significant component to the overall historic parks and boulevards district.

The Paseo is a six-lane divided roadway with a right-of way of +/- 186 feet. Within this right-of way there exists a generous center median of +/- ninety-feet planted with shade trees of varying varieties and maturity. The roadways of The Paseo contain three lanes of one-way traffic; the eastern section carries northbound traffic, with the western section carrying southbound traffic. In addition the boulevard is flanked on both the east and west sides by a green verge containing additional shade trees (a combination of mature and younger varieties such as Pin Oak) and a concrete sidewalk and curb.

At its entire length from Independence Boulevard to 18th Street, the central lawn forms individual parks within each block. As such, The Paseo is adorned with a number of architectural elements in these areas. In the median of the northern end of the boulevard is the Ninth Street Fountain, now known as the **Women's Leadership Fountain** (Map 9, No. 1; a non-contributing object). Because the original Ninth Street Fountain was recreated in 2003, it no longer reflects its historic integrity and is considered non-contributing.

The fountain itself is an oval basin featuring multiple fountain jets enclosed by a lower cut limestone edge on the northern portion. The east, south and west edges are enclosed by decorative limestone columns with a ball finials; limestone balustrades join the columns enclosing the fountain basin. Directly adjacent to E. 9th Street is a concrete entry plaza, enclosed by low cut limestone seat walls and steps surrounding a central planting bed. Period lights rest on limestone plinths on the north, east and west sides of the plaza space.

A generous concrete **central walkway**, between 9th and 10th Streets, a contributing structure, joins the fountain plaza to an additional plaza space surrounding the **August R. Meyer Memorial** (Photograph 17; the fountain can be seen in the background of this

²³ Ibid, F8

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image), a contributing object. The memorial, designed by New York sculptor Daniel Chester French and dedicated in 1909, consists of an approximately nine-foot-high bronze bas-relief of Meyer, which is mounted in Knoxville marble, as a tribute to August Meyer, the first official Park Board President (Figure No. 15).²⁴ A Tennessee marble staircase, enclosed with sidewalls mounted with decorative urns lead to a sidewalk along E. 10th Street. Mature deciduous trees flank both sides of the memorial and also line the east side of the block. Modern concrete benches are found along the plaza areas.

As the boulevard continues to the south to 10th Street, sidewalks are introduced on both the east and west sides of the center median, which is planted with large shade trees in an informal manner. This block slopes down from north to south and west to east. **The Pergola** (Photographs 18 and 19 and Figure No. 17; contributing structure), designed by Kansas City architect John Van Brunt in 1900, is located on the west side of the center median between Tenth and Eleventh Streets. The limestone structure consists of regularly spaced, fluted Doric columns of cast stone supporting a trellis of wood and cast stone elements that form a partially enclosed roof. The three levels of the pergola follow the south sloping grade and are connected by stone steps. The original stone park benches, which lined the center of the Pergola, have been removed. A wide pedestrian **walkway** (contributing structure) stretches the length of the Pergola south to the end of the block where a wide concrete area is located.

Within the median between 11th and 12th Streets the sidewalk shifts to the center of the median. The **central walkway** (contributing structure) has a central planting bed and regularly placed decorative metal benches (non-historic) and contemporary light standards. At the northern end of this portion of The Paseo is the **Black Veterans Memorial**, a non-contributing object (Map 10, No. 2), designed in 2010 by the Kansas City Parks Department and Enshriners. The southern end of the median along 12th Street contains the **Twelfth Street Terrace**, a large oval plaza with a grass parterre, central walkway of concrete and flagpole supported by 12' high, highly crafted native quarry-faced limestone retaining walls (Photograph 20; contributing structure). Designed by John Van Brunt c. 1890s, the Twelfth Street Terrace walls (along the terrace level) include regularly spaced engaged piers with cut limestone balustrades. Limestone steps and walls provide access to The Paseo on both the east and west sides. Ornamental light fixtures are located on the balustrade and south face of the Terrace wall.

The William T. Fitzsimons Memorial Fountain (John Van Brunt, designer, 1918; Jorgen C. Dreyer, 1922; contributing object) is located on the south face of the monumental retaining walls and consists of an inscribed panel surrounded by stone

²⁴ Kelsay, "Historic & Dedicatory Monuments of Kansas City," 39.

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pilasters, which are capped with a round arched pediment. A lion's head spout originally directed water into a fluted, radial fountain bowl (Photograph 20).

The median between 12th and 13th Streets contains a **Spanish Cannon** placed within a small concrete plaza (Number 3 on the map; non-contributing object). Originally cast on April 24, 1856, at the Royal Arsenal of Seville, Spain, the cannon features a six-inch bore gun named "Sancho el Bravo." Through a series of events, the 6,500-pound gun mounted on a wooden carriage, was brought to the Kansas City in 1899.²⁵ The canon was moved from its original site and is, therefore, considered a non-contributing object. An **oval concrete pedestrian walk** (contributing structure) is located within the median and encloses an area of turf, shrub and seasonal plantings (originally designed for a sunken flower bed) that is slightly depressed from the sidewalk level. The circular median at 13th Street contains a concrete sidewalk running east to west and one large shade tree.

The median from 13th to 14th Streets contains only turf and a mix of shade and evergreen trees planted in an informal layout. The portion of The Paseo, which passes under Interstate-70 (Photograph 21), contains turf and only minimal trees. The portion of the median directly north of Truman Road contains a small-scaled **Pergola** (Map 11, No. 4; non-contributing structure) with the turf sloping down to the **Rev. John W. Williams Memorial** (Tom Corbin, 1991; Photograph 21; non-contributing object) consisting of semi-circular plaza enclosed by a low limestone wall and plantings (Map 11, No. 5) on the map). A statue of the Reverend resides in the plaza area facing south. The Pergola and the Rev. John W. Williams Memorial are considered non-contributing as they are modern additions outside the period of significance.

The final portion of The Paseo stretches from Truman Road to 18th Street and contains turf and shade trees; in a few locations the shade tree edge is not continuous. At this section of The Paseo, the central median stretches unbroken for three blocks. While the Fifteenth Street Fountain no longer exists, **The Salvatore Grisafe Memorial**, a 12' high stainless steel contemporary sculpture is located in a small concrete plaza at approximately 16th Street and includes concrete benches (Photograph 22; non-contributing object). The memorial piece (Map 11; No. 6), designed by noted Kansas City sculptor Jac T. Bowen, was dedicated on April 21, 1968 in memory of Grisafe who was shot to death trying to prevent a robbery of two women.²⁶ This memorial and the **concrete walkway** (Map 11, No. 7; non-contributing structure) at approximately 16th Street, are modern additions outside the period of significance.

The Paseo is counted as a contributing structure and contains the following contributing features (8 total):

²⁵ Ibid, 60.

²⁶ Ibid, 23.

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- *August Meyer Memorial* (Daniel Chester French; 1909) (object)
- The Pergola (John Van Brunt; 1900) (structure)
- Twelfth Street Terrace (John Van Brunt; c. 1890s) (structure)
- *The William Fitzsimons Memorial Fountain* (John Van Brunt, designer, 1918; Jorgen C Dreyer, 1922) (object)
- Central walkway between 9th and 10th streets (structure)
- Walkway at the Pergola at E. 10th Street (structure)
- Central walkway stretching from 11th to 12th streets (structure)
- Oval walkway between 12th and 13th streets (structure)

The Paseo contains the following non-contributing features (7 total):

- Women's Leadership Fountain, formerly the Ninth Street Fountain. (Originally designed by George Kessler and John Van Brunt, 1899; repaired in 1970; recreated by Susan Richards Johnson, 2003) (object)
- *Black Veterans Memorial* (Kansas City Parks Department and the Enshirners, a civic philanthropy group in Kansas City, 2010) (object)
- Spanish Cannon, "Sancho el Bravo" (Royal Arsenal, cast in 1856; dedicated at site in 1899) (object)
- Pergola at Truman Road (BNIM, 1995) (structure)
- *Rev. John Williams Memorial* (Tom Corbin, 1991) (object)
- *Salvatore Grisafe Memorial* (Jac T. Bowen, 1968) (object)
- Walkway at 16th Street crossing median to Parade Park (c. 1968) (structure)

Minor uncounted features along The Paseo include metal bollards, benches and trash receptacles, cobra head and contemporary acorn lighting fixtures and a flagpole with an American flag (at 11th Street).

Integrity

The Paseo stretching from Independence Boulevard to 18th Street has retained the vast majority of its location, design, materials, workmanship, feeling and association, thereby conveying its historical significance and meeting the registration requirements as set forth in the MPDF. As stated above and as originally designed by Kessler, The Paseo retains its six-lane divided roadway with a right-of way of +/- 186 feet. Within this right-of way there exists a generous center median of +/- ninety-feet planted with shade trees of varying varieties, some of which have replaced original specimens. In addition the boulevard is flanked on both the east and west sides by a green verge containing additional shade trees, and a concrete sidewalk. In this stretch from Independence Boulevard to 18th Street, each block of The Paseo has retained the individual historic character, including walkways, sculptures, objects, and structures. As anticipated by

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Kessler, there has been roadway upgrading throughout the years due to increase in traffic and general required maintenance.

The greatest loss to The Paseo is that of the sunken gardens; while their location is still very much intact and evident (depressions in the turf), the formal, complex plantings are no longer intact and have been replaced with annuals. Due to the intensive labor and high cost to maintain the sunken gardens, the plantings were removed in the early 1940s; annuals were planted thereafter. Throughout the years, turf areas have been resodded and some of the original soft maples located between 12th and 15th streets were removed to make way for the growth of the elm trees.²⁷

Another change along The Paseo includes the removal of the fountain at 15th Street. Designed by Kessler in 1899, the Fifteenth Street Fountain was demolished in 1941 (it never functioned properly) and replaced with a flower garden.

Features along this stretch of The Paseo, including the *August Meyer Memorial*, The Pergola, The Twelfth Street Terrace and the *William Fitzsimons Memorial Fountain* have retained their historic integrity and enhance the experience and meaning of The Paseo. Lastly, it should be noted that many of the adjacent apartments, mostly on the west side of The Paseo have undergone rehabilitation, restoring the setting from earlier years.

Linwood Boulevard: 2.1 miles; 24.4 acres (Various acquisition dates beginning in 1899; Photograph 23; Figure 18; Map Nos. 12-17. 1 Contributing Structure, 1 Contributing Object; 1 Non-Contributing Structure)

Linwood Boulevard as designed by George Kessler is a major artery connecting Broadway Boulevard on the west to Benton Boulevard on the east and is considered an Intra-Neighborhood Connector. Throughout its length, the Linwood Boulevard, a contributing structure, gently rises and falls with the surrounding topography in a predominately straight alignment. From Broadway east to Gillham Road, Linwood Boulevard "shifts diagonally several times."²⁸ The standard cross section of Linwood Boulevard has a sixty-foot wide roadway constructed of asphalt and concrete curb and gutter with ten to twelve foot grass verges and five to six foot concrete sidewalks on both sides of the boulevard resulting in a overall right-of-way of +/- ninety-six feet.²⁹ Linwood Boulevard from Broadway on the west to The Paseo, is predominantly lined by commercial properties and multi-family residences. Within this section some of the grass verges have been lost and the street tree plantings are not entirely consistent; however the overall historic character is intact.

²⁷ Wolfenbarger, Section on The Paseo, n.p.

²⁸ Janice Lee, et., al., *Legacy of Design*, 201.

²⁹ Walmsley, et. al., "Landscape Architectural/Historic Survey of Parks and Boulevards," 683.

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Within the section from The Paseo eastward to Benton Boulevard the land use is a mix of single and multi-family residential, commercial and institutional. Within this area most of the grass verges remain, however the street tree placement is not consistent. There are sugar maples and replacement plantings.

A historic 17-foot high **traffic signal**, a contributing object, is located in the center of the intersection of Linwood Boulevard and The Paseo (Photograph 23 and Figure 18). The signal, designed by the prominent Kansas City architect Edward B. Delk, with J. F. Gier, contractor, "is a chromium-plated signal light which is mounted on a Carthage cut-stone standard (base) which, in turn, is mounted on three-foot-high honed concrete base."³⁰ The traffic signal measures approximately 17 feet in height.

A reinforced concrete overpass or **bridge over MO State Highway 71**, with metal railing and decorative lighting, serves as a connector to the rest of the system. It is a non-contributing structure (built in 2001-2002 for the Missouri Department of Transportation) due to its date outside the period of significance (Map 15, No. 1).

Linwood Boulevard is counted as a contributing structure and contains the following contributing feature (1 total):

- Traffic Signal at The Paseo and Linwood (E. B. Delk, 1932) (object)

The boulevard contains the following non-contributing feature (one total):

- The Bridge at MO Highway 71 (Missouri Department of Transportation with Ochsner, Hare & Hare, landscape architects, 2001-2002) (structure)

Minor uncounted features along Linwood Boulevard include cobra head lighting.

Integrity

Linwood Boulevard, and its contributing feature, have retained the majority of its location, design, feeling and association, and some of its materials and workmanship, thereby conveying its historical significance and meeting the registration requirements as set forth in the MPDF. While the overall historic width of Linwood has been modified from 40 feet to a 50-60 foot roadway and sidewalks at the western end have replaced some of the grass verges, the overall historic feeling of the boulevard remains. As such, while the width of the street has increased over the years (this was always anticipated by Kessler), the overall design intent has not been negatively impacted. The curbside row of trees has been removed (again, anticipated by Kessler as traffic and needs

³⁰Wolfenbarger, Historic Resources Survey, Section on Linwood Boulevard, n.p.

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increased), while a portion of the second and third rows remain.”³¹ Older trees have reached a height of upward of eighty-feet with a forty-foot spread, thereby retaining the feel of the original boulevard. Through the years, curbs and sidewalks have been improved, in keeping with the stewardship of the boulevards and to meet contemporary needs. The setting of Linwood Boulevard has also seen changes with commercial buildings replacing residences at the western section. At the eastern end of the boulevard, the condition of the residences has fluctuated. Additionally, as with other boulevards, resurfacing of Linwood is “to be expected, and has not had an adverse impact on integrity.”³² The one contributing feature, that of the Traffic Signal at the intersection of The Paseo, is intact from its original design, remains in good condition and adds to the overall historic feeling of the boulevard.

Benton Boulevard: 2.9 miles; 35.2 acres (Various acquisition dates beginning in 1896; Photograph 24; Map Nos. 18-25. 1 Contributing Structure and 1 Non-Contributing Structure.)

Benton Boulevard connects two important east-west routes within the Park and Boulevard District, Gladstone Boulevard (at its intersection with St. John Avenue) on the north to Linwood Boulevard on the south and is considered an Intra-Neighborhood Connector. This section of Benton Boulevard, originally known as East Boulevard, matches that of Kessler’s original scheme.

The alignment of Benton Boulevard runs north to south throughout with a few variations. Traveling south from the northern portion of Benton Boulevard that starts at St. John Avenue adjacent to North Terrace Park, the boulevard takes a slight jog east at the intersection of Independence Boulevard, then west at Benton Plaza (16th Street) for four blocks, then due south, where it takes another jog east at 23rd Street. This portion of Benton Boulevard from St. John Avenue to 23rd Street is lined with mature trees. Further south to Linwood Boulevard, Benton is lined with mature trees.³³ Without exception, Benton Boulevard’s cross section is the characteristic (approximate) 100-foot wide boulevard constructed of asphalt and concrete curb and gutter with a forty foot roadway, fifteen to eighteen foot grass strips and five to six foot concrete sidewalks. Each side of the boulevard features parallel parking lanes. Single and multi-family residential historic housing line both sides of the boulevard. Throughout the boulevard there is a single row of mature trees on both sides of the roadway providing the over-story canopy planned by George Kessler in his original design for the parks and boulevards.

³¹ Walmsley, et., al. “Landscape Architectural/Historic Survey of Parks and Boulevards,” 684.

³² Ibid.

³³ Janice Lee, et., al. *Legacy of Design*, 161.

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Over the years, Benton Boulevard has been “upgraded by the standardization of curbs and curb cuts and by resurfacing with asphaltic concrete.”³⁴ This modernization was always anticipated by George Kessler and is typical of all of the boulevards within the historic district.

There are no contributing features along Benton Boulevard. However, there is one non-contributing structure at 19th Street, that of a precast/prestressed **bridge over the Kansas City Terminal Railway Tracks**. The original structure, designed by Waddell and Hedrick and constructed in 1902, was completely replaced in 1987 and is outside the period of significance. While the asphalt covered deck is visible as part of the roadway, the substructure of bridge is not visible from Benton Boulevard.

Benton Boulevard is counted as a contributing structure and contains the following non-contributing feature (1 total):

- Bridge over the Kansas City Terminal Railway Tracks (City of Kansas City, MO; 1987) (structure)

Minor uncounted features along Benton Boulevard include cobra head and contemporary acorn lighting fixtures and contemporary neighborhood markers.

Integrity

Benton Boulevard has retained the vast majority of its integrity of location, design, setting, materials, workmanship, feeling and association, as set forth in the MPDF. As part of the park and boulevard system, Benton Boulevard has maintained its original intent, function, width (and property boundaries), and plantings that have evolved, or grown organically, over time (of course, through time, there have been replacements of trees, etc., due to age and attrition).³⁵ As noted above, without exception, Benton Boulevard's cross-section is the characteristic (approximate) 100-foot wide boulevard with a forty-foot roadway, as designed by George Kessler. While curbs and road surface has been updated (and certainly anticipated due to overall wear and increase in traffic), this has not affected the overall integrity of Benton Boulevard. Single and multi-family residential housing lines both sides of the boulevard throughout, as it has historically.

Major Residential Main Streets

As described in the MPDF, the Major Residential Main Streets provide connections to the Intra-Neighborhood Connectors (see above) and/or parks. The two Major Residential Main Streets included in this nomination are Gladstone Boulevard and Armour Boulevard, designed by George Kessler and recommended in the *1893 Report*.

³⁴ *Ibid*, 164.

³⁵ Millstein and Novick, MPDF, F9.

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Gladstone Boulevard: 2.1 miles; 18.8 acres (Various acquisition dates beginning in 1895; Photographs 25-28; Figure Nos. 19-20; Map Nos. 26-31. 3 Contributing Structures, 1 Contributing Object, 1 Non-Contributing object)

Gladstone Boulevard begins at Independence Boulevard running north to Kessler Park, past the **Gladstone Boulevard over Anderson Avenue Bridge** (a wrought-iron arched span dating from 1898; Photograph 28) turning east passing in front of The Colonnade (see description of North Terrace Park, above). From this point the boulevard makes several northern and eastern turns before turning east and following the southern edge of Kessler Park to Belmont Boulevard, its eastern terminus. Gladstone Boulevard is a wide, two-lane roadway of varying width with grass verges and sidewalks on both sides of the roadway. Where Gladstone Boulevard abuts North Terrace Park the regular street trees are replaced by the more informal plantings with the park on its north side. Gladstone Boulevard has a wealth of mature shade trees providing a green edge as the road passes through the historic residential neighborhoods.

The Gladstone Boulevard over Anderson Avenue Bridge, a contributing structure, was designed by Joseph Hoover with David A. Miles from the Wrought Iron Bridge Company, in 1898. This steel two-hinged deck arched bridge was substantially renovated in 2005 following the original plans and guided by *The Secretary of the Interiors Standards*, and retains its integrity of engineering through sensitive renovation. The span length is 60 feet with a deck measuring 40 feet. Limestone stairways reach to Anderson Avenue, below.

The Thomas Hart Benton Memorial, affixed to a small boulder, is located in a recently constructed roundabout at the intersection of North Gladstone Boulevard and St. John Avenue. Dedicated on November 20, 1915, the memorial to Senator Benton is a contributing object, erected through the Daughters of the American Revolution. John Van Brunt, a prominent Kansas City architect, was the designer, working with Williams & Company, NY (bronze plates). The four-ton granite boulder measures approximately 7 feet in height, 5 ½ feet in length and 4 ½ feet wide. While the setting of the memorial has been modified, it still retains historic integrity.

The Kiosk is one feature along Gladstone Boulevard considered non-contributing. Designed by Scott Overbay in 2008, the Kiosk (Map 27, No. 1) features a dome supported by four wood columns. It is a modern addition outside the period of significance.

Gladstone Boulevard is counted as a contributing structure and contains the following contributing features (2 total):

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- Gladstone Boulevard over Anderson Avenue Bridge (Joseph Hoover with David A. Miles from the Wrought Iron Bridge Company, 1898) (structure)
- *Thomas Hart Benton Memorial* (John Van Brunt with John Williams & Company; 1915) (object)

Gladstone Boulevard contains the following non-contributing feature (1 total):

- Kiosk (Scott Overbay, 2008) (object)

Minor uncounted features along Gladstone Boulevard include metal and wooden benches and metal trash receptacles.

Integrity

Gladstone Boulevard has retained the majority of its location, design, setting, materials, workmanship, feeling and association, as set forth in the MPDF. Like Benton Boulevard, Gladstone Boulevard has retained the historic feeling of Kessler's design with its wide roadway, canopy of mature trees, green edges flanked by historic residences and large sections of North Terrace Park. This picturesque boulevard is characterized by its "varying alignment and grade," and dense canopy of trees. While traffic over the years has increased, thus creating a need for changes in paving material and road width,³⁶ Gladstone Boulevard still maintains a feeling of a pleasure drive and its place in time and a major connector to the whole of the district. This modernization was always anticipated by George Kessler and is typical of all of the boulevards within the historic district.

Armour Boulevard: 1.2 miles; 14.0 acres (Acquisition date 1899; Photograph 29; Figure No. 21; Map Nos. 32-34 1 Contributing Structure.)

Armour Boulevard provides an important east-west link between Broadway Boulevard on the west and The Paseo on the east and is considered a Major Residential Main Street. The grade of the roadway follows the gentle undulations of the landform throughout. The alignment is straight, responding to the area grid plan along the line of Thirty-fifth Street to the east. The cross-section throughout provides a sixty foot roadway with eight-foot grass strips and six to eight foot sidewalks. The tree canopy, including rows of London plane trees, some of the original double row of elm trees and Pin Oak trees, is denser on the east and west ends, opening up in the central portion between Gillham Road and Main Street. Overall the corridor still maintains the appearance envisioned by George Kessler. It remains a major crosstown connection between Broadway Boulevard and The Paseo.

³⁶ *Legacy of Design*, 194.

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Armour Boulevard is counted as a contributing structure. There are no contributing or non-contributing features along Armour Boulevard. However, minor uncounted features include cobra head lighting fixtures and a single concrete bench.

Integrity

Armour Boulevard has retained the majority of its location, design, setting, materials, workmanship, feeling and association, as set forth in the MPDF. Armour Boulevard recalls, to a great degree, Kessler's original design intent; boundaries, sidewalks, original tree plantings, and much of the original neighborhood surroundings are intact and remain in good condition. Like other boulevards within the district, road width and surface have been modified, as was anticipated by Kessler. Today, Armour Boulevard has evokes much of its historic time and place.

Commercial Corridors

As stated in the MPDF, "[w]ithin the Parks System Commercial Corridors are boulevards that run through areas of the city that are of predominantly commercial uses." For the purpose of this nomination, there are two boulevards that are considered Commercial Corridors: Broadway and Independence boulevards.³⁷

Broadway Boulevard: 0.3 miles; 3.6 acres (Various acquisition dates beginning in 1902; Photograph 30; Figure No. 22; Map Nos. 35-36. 1 Non-Contributing Structure)

Broadway Boulevard (Figure 22) is an important north-south connection from Penn Valley Park/31st Street on the north to Armour Boulevard on the south and is considered a Commercial Corridor. Broadway Boulevard is a heavily traveled commercial corridor and due to this, the boulevard appears as a typical commercial roadway.

As an important commercial corridor of Kansas City, Broadway Boulevard still retains its original roadbed width, street tree location and concrete pedestrian walkways. Differing from other boulevards within the district, the commercial and residential buildings placed adjacent to Broadway were originally designed "closer to the pedestrian walks and drive lanes."³⁸

While the MPDF states that Broadway is non-contributing due to the overall integrity of this boulevard, it should be noted that its purpose and intent is that of a commercial corridor, which provides a backbone and connector to the western side of the Kansas City Parks and Boulevards System, linking to Penn Valley Park, Linwood Boulevard and Armour Boulevard, thereby critical to creating this network of parks and boulevards.

³⁷ Millstein and Novick, MPDF, F12.

³⁸ Ibid.

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Broadway Boulevard never had the aesthetics of the other boulevards designed by Kessler or successive firms, however it has continued to reflect the commercial use when Kessler initially included this thoroughfare in the parks and boulevards system. However, due to the alterations along the boulevard, which include contemporary traffic signals that stretch the width of the street and multiple sidewalk extensions (referred to as “chokers”), the overall character of Broadway Boulevard has been somewhat compromised.

Similar to a residential district with a combination of contributing and non-contributing resources, Broadway Boulevard, in the case of the “Kansas City Parks and Boulevards Historic District” is the sole non-contributing resource, while standing as an important part of the overall district.

Broadway's approximate one hundred foot right-of-way contains a six-lane and seventy-one foot wide roadway with twelve to fifteen foot wide sidewalks. Low and mid-rise commercial and multi-family structures have been built out to the right-of-way line, sidewalks are in place from the back of curb to building face throughout much of the boulevard. Consequently, there are minimal older street trees with the exception of a few locations where freestanding buildings are set back from the right-of-way.

Broadway Boulevard is counted as a non-contributing structure. There are no contributing or non-contributing features along Broadway Boulevard. However, Minor uncounted features include cobra head lighting fixtures.

Integrity

Broadway Boulevard, while maintaining its intent as a commercial corridor, has suffered from varying alterations. Its width, curbs, and sidewalks have been modified and its street is now lined with prominent contemporary lighting fixtures, which combined, have affected the historic integrity of this commercial thoroughfare. The overall setting has changed, especially at its northern end, where large commercial buildings have been constructed. While it does not retain enough integrity to be included as a contributing resource, it still maintains its history of connectivity and purpose as a vital and major commercial corridor and a strong link to the historic parks and boulevards district, especially at its western edge.

Independence Boulevard: 0.8 miles; 9.3 acres (Acquisition 1895-1897; Photograph 31; Figure No. 23; Map Nos. 37-38. 1 Contributing Structure.)

Independence Boulevard, considered the “backbone of the parks and boulevards system,”³⁹ is a four-lane roadway, which begins at The Paseo Boulevard on the west

³⁹ *Legacy of Design*, 197.

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and continues east to Benton Boulevard. Independence Boulevard is considered a Commercial Corridor. The typical cross section is a sixty-foot wide roadway with eight to ten-foot grass verges and six-foot walks. Independence Boulevard is primarily lined by commercial development with some multi-family residential along its entire length. The single row of trees and grassed strips are the only elements that seems to set this apart from other commercial roads within the city.

Independence Boulevard is counted as a contributing structure. There are no contributing or non-contributing features along Independence Boulevard; however, minor uncounted features include shoebox type and contemporary acorn lighting, limestone seat walls, metal trash receptacles, and contemporary neighborhood entry markers.

Integrity

Independence Boulevard has retained the integrity of the majority of its location, design, setting, materials, workmanship, feeling and association, as set forth in the MPDF. Independence has always been an important commercial route, even before it was included in Kansas City's parks and boulevards system. Its single row of trees and grassed strips give the feeling of a pleasure drive instead of a commercial road, despite the increase in traffic over the years. As with other boulevards, the road has been resurfaced from its original macadam, and curbs and sidewalks have been replaced, but these changes have not affected the overall integrity of design and original intent as a commercial thoroughfare.

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“The Kansas City Parks and Boulevards Historic District”

A List of Contributing and Non-Contributing Features

**A: PARKS
COMMUNITY PARKS**

North Terrace Park (Contributing Site)

Contributing Features

- Cliff Drive (George Kessler, 1905) (structure)
- Water Works Reservoir (Water Department, Kansas City, MO, W. G. Goodwin, Chief Engineer; 1919-1920) (structure)
- East Reservoir Drive (Park Staff, 1919-1920) (structure)
- East Outlook Point Drive (Park Staff, 1919-1920) (structure)
- North Terrace Lake (George Kessler) (structure)
- Cliff Drive Arch Bridge (Harrington, Howard and Ash; 1920) (structure)
- The Concourse (George Kessler, by attribution; 1906) (structure)
- The Comfort Station (E. P. Shaw, builder, by attribution; 1914) (building)
- The Colonnade (Henry Wright; 1906-1908) (structure)
- *John F. Kennedy Memorial* (Salvatore V. Arnone, 1965) (object)
- Indian Mound (date unknown; stabilized by the WPA in 1937-1938) (site)
- Stone Parapet Wall (WPA, 1937-1938) (structure)

Non-Contributing Features:

- Central Electric Railway Company Bridge (1908; 1941 and 1969 modifications) (structure)
- Carl DiCapo Fountain (Johnson, Brickell, Mulcahy and Associates; Larkin and Associates; and M. Stimach; 1992) (object)
- Entry Gates (R. Peter Loughlin; 1997) (object)
- Kiosk (Scott Oberbay; 2008) (object)

Penn Valley Park (Contributing Site)

Contributing Features:

- Liberty Memorial (Harold Van Buren Magonigle; 1921-1926). National Register, 2000 and NHL, 2006. (Not included in the overall resource count.)
- *The Hiker* (Theo A. R. Kitson, 1947) (object)
- *Pioneer Mother Memorial* (Alexander Proctor, 1927) (object)
- *The Scout* (Cyrus E. Dallin, 1915; dedicated 1922) (object)
- Stone Bridge at Broadway (Bushman Construction Company, 1949-1950) (structure)
- Lagoon and dam (George Kessler, c. 1906) (structure)
- Penn Valley Drive (George Kessler, c. 1906) (structure)
- Penn Drive (George Kessler, c. 1906) (structure)

Non-contributing Features:

- Stable and Storage Barn (Root and Siemen, 1910; destroyed by fire and rebuilt 1994 as the only black box theatre in Kansas City. (1 Building)

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- *The Firefighter's Memorial Fountain* (Tom Corbin and Larkin and Associates, 1991. (object)

The Parade (Contributing Site)

Contributing Features:

- Park Management Building (Arthur L. Sparks, 1912; renovated in 2008; National Register of Historic Places, 2008) (Not included in the overall resource count.)
- Stone Steps (George E. Kessler, 1906) (structure)

Non-Contributing Feature:

- Gregg/Klice Community Center (John Sparks, 2002; Addition by George Kipp, Go Studios, 2012) (building)
- Surface Parking (2012) (structure)

**B: BOULEVARDS
INTRA-NEIGHBORHOOD CONNECTORS**

The Paseo (Contributing Structure)

Contributing Features:

- *August Meyer Memorial* (Daniel Chester French; 1909) (object)
- The Pergola (John Van Brunt; 1900) (structure)
- Twelfth Street Terrace (John Van Brunt; c, 1890s) (structure)
- *The William Fitzsimons Memorial Fountain* (John Van Brunt, designer, 1918; Jorgen C Dreyer, 1922) (object)
- Central walkway between 9th and 10th streets (structure)
- Walkway at the Pergola at E. 10th Street (structure)
- Central walkway stretching from 11th to 12th streets (structure)
- Oval walkway between 12th and 13th streets (structure)

Non-Contributing Features:

- Women's Leadership Fountain, formerly the Ninth Street Fountain. (Originally designed by George Kessler and John Van Brunt, 1899; repaired in 1970; recreated by Susan Richards Johnson, 2003) (object)
- *Black Veterans Memorial* (Kansas City Parks Department and the Enshirners, a civic philanthropy group in Kansas City, 2010) (object)
- Spanish Cannon, "Sancho el Bravo" (Royal Arsenal, cast in 1856; dedicated at site in 1899) (object)
- Pergola at Truman Road (BNIM, 1995) (structure)
- *Rev. John Williams Memorial* (Tom Corbin, 1991) (object)
- *Salvatore Grisafe Memorial* (Jac T. Bowen, 1968) (object)
- Walkway at 16th Street crossing median to Parade Park (c. 1968) (structure)

Linwood Boulevard (Contributing Structure)

Contributing Feature:

- Traffic Signal at The Paseo and Linwood (E. B. Delk, 1932) (object)

Non-Contributing Feature:

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- Bridge at Mo Highway 71 (Missouri Department of Transportation with Ochsner, Hare & Hare, landscape architects, 2001-2002) (structure)

Benton Boulevard (Contributing Structure)

Non-Contributing feature:

- Bridge over the Kansas City Terminal Railway Tracks (City of Kansas City, MO, 1987) (structure)

MAJOR RESIDENTIAL MAIN STREETS

Gladstone Boulevard (Contributing Structure)

Contributing Features:

- Gladstone Boulevard over Anderson Avenue Bridge (Joseph Hoover with David A. Miles from the Wrought Iron Bridge Company, 1898) (structure)
- *Thomas Hart Benton Memorial* (John Van Brunt with John Williams & Company, 1915. (object)

Non-Contributing Feature:

- Kiosk (Scott Overbay, 2008) (object)

Armour Boulevard (Contributing Structure)

No contributing or non-contributing features.

COMMERCIAL CORRIDORS

Broadway Boulevard (Non-Contributing Structure)

No contributing or non-contributing features.

Independence Boulevard (Contributing Structure)

No contributing or non-contributing features.

Total:

Structures: 27 C; 7 N/C

Buildings: 1 C; 2 N/C

Sites: 4 C; 0 N/C

Objects: 8 C; 10 N/C

List of Landscape Architects, Architects, Engineers, Artists, and Builders associated with the contributing resources included in "The Kansas Parks and Boulevards Historic District."⁴⁰

Landscape Architects

⁴⁰ The names are listed in the order that they appear in the narrative. Those firms or individuals associated with the "non-contributing resources" can be found in the various parks and boulevards sections, above.

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Kessler, George E.

Wright, Henry

Hare and Hare

Architects

Magonigle, H. Van Buren

Sparks, Arthur L.

Delk, Edward B.

Van Brunt, John

John Williams and Company

Engineers

Harrington, Howard and Ash

Hoover, Joseph

Miles, David A.

Waddell and Hedrick

Artists

Arnone, Salvatore

Hibbard, Frederick C.

Kitson, Theo A. R.

Proctor, Alexander

Dallin, Cyrus

French, Daniel Chester

Dreyer, Jorgen C.

Builders/Contractors

Bushman Construction Company

WPA

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Summary:

“The Kansas City Parks and Boulevards Historic District,” Kansas City, Jackson County, MO, is eligible locally for listing in the National Register of Historic Places under Criterion A and C in the area of Community Planning and Development and in the area of Landscape Architecture. Additionally, sections of the district are also eligible for Transportation, Entertainment/Recreation, Architecture and Art on their own merit and are discussed in the Elaboration section, below. The development of “The Kansas City Parks and Boulevards Historic District” specifically coincides with the historic context identified in “The Kansas City System of Parks and Boulevards MPDF, “The Work of George Edward Kessler and the Kansas City Parks and Boulevards System, 1887-1926.” Furthermore, additions to these resources such as park expansions and many of the buildings and sculptures identified as part of this district coincide with the context titled “The Next Generation of Kansas City’s Parks and Boulevards, 1927-1966.” Kansas City’s parks and boulevard system is traced to the work of landscape architect George E. Kessler (1862-1923). The initial network of parks and boulevards designed and implemented for Kansas City established the nucleus and foundation for the entire system and the city as a whole as it planned for the future, while guiding the design of the entire circulatory system that shaped Kansas City. According to the MPDF, “the park system was integrated with one of the principal goals of the City Beautiful—the monumental and scenic restructuring of the center of the city.”⁴¹ “The Kansas City Parks and Boulevards Historic District” as an entity is a continuation of Kessler’s 1893 framework for Kansas City, a comprehensive network that guided and coordinated urban growth, thus its significance in Community Planning and Development.⁴² In Landscape Architecture, “The Kansas City Parks and Boulevards Historic District” as a whole is representative of the work of George Edward Kessler and later the firm of Hare & Hare, combining the natural and formal styles in park and boulevard design. Within “The Kansas City Parks and Boulevards Historic District” there are various parks and boulevards that are significant in other areas, as well. In transportation, “The Kansas City Parks and Boulevards Historic District” affords a connection to the overall boulevard system of roadways while providing the opportunity for a wide variety of activities such as sports, hiking, bicycling, and areas for picnics and community events, tied to the area of Entertainment/Recreation. In Architecture and Art, “The Kansas City Parks and Boulevards Historic District” features a variety of buildings, structures, fountains, memorials and sculpture, often the work of noted architectures, artists and engineers that enhance portions of the system. The historic district comprises three parks including North Terrace (now Kessler) Park, Penn Valley Park, and The Parade, connected by a series of seven boulevards including Independence, Gladstone, Linwood, Armour, The Paseo, East (now Benton), and Broadway. The period of significance is 1895-1965, corresponding to the initial dates of construction for the parks and boulevards, the earliest of which is 1895. The end date of the period of

⁴¹ Cydney E. Millstein and Paul Novick, “The Kansas City System of Parks and Boulevards, National Register of Historic Places MPDF, November 1, 2013, E13.

⁴² Ibid, E7.

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significance for this historic district is 1965, the date of the last constructed element considered contributing (The *John F. Kennedy Memorial*, located in North Terrace Park).

Elaboration:

At the time George Edward Kessler and the Board of Park Commissioners presented the 1893 Report outlining a comprehensive park and boulevard system, Kansas City had only two small neighborhood parks, that of West Triangle Park, now Drips Park,⁴³ and Budd, both donated to the city. In the early 1890s, streets remained unpaved and were often muddy, and the rough, uneven topography made it difficult to traverse the city. The 1893 report, mainly written by August Meyer, Park Board President and Kessler, was subtitled “Embracing Recommendations for the Establishment of a Park and Boulevard System for Kansas City” addressed the need to correct the underdeveloped, haphazardly planned city. This system of parks and boulevards was needed in order for Kansas City to gain order to an indiscriminately organized city and, furthermore, develop a framework for the growth and development over the ensuing years, as the city moved west and south.

The Significance of the Kansas City Parks and Boulevards Historic District

The three parks and seven boulevards included in “The Kansas City Parks and Boulevards Historic District” are not only significant for the role that they play in guiding the development and implementation of the extension of the system throughout the years, but more important stand today as the core of the entire system, while sustaining a complete circulation/transportation network. This historic district illustrates the melding of landscape architecture with the practicality of city planning, park development, street design and construction. The parks and boulevards included in “The Kansas City Parks and Boulevards Historic District” fall within the MPDF contexts “The Work of George Edward Kessler and the Kansas City Parks and Boulevards System, 1887-1926,” and “The Next Generation of Kansas City’s Parks and Boulevards, 1927-1966,” as discussed in the MPDF “The Kansas City System of Parks and Boulevards.”

For this district, the dates of the period of significance specifically reflect the initial dates of construction for the parks and boulevards, the earliest of which is 1895. In fact, initial construction dates for the parks and boulevards fall within a ten-year period—1895 to 1905 and were the work of George E. Kessler. The three parks and seven boulevards included in this district nomination were included in Kessler’s 1893 plan and are related to the areas of landscape architecture, transportation and entertainment/recreation significance.

⁴³ The Mulkeys deeded this .16 acre park to the city in 1882, but it wasn’t until the Missouri Supreme Court held that this park, originally called West Prospect Triangle, established the precedent for the park system in 1890. As a result of this ruling, the city was able to assess taxes for park and boulevard purposes.

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The end date of the period of significance for this historic district is 1965, the date of the last constructed element considered contributing (*The John F. Kennedy Memorial*). Particular dates of expansions to the three parks and seven boulevards named in this nomination and many of the buildings, sculptures and objects identified as part coincide with the context titled "The Next Generation of Kansas City's Parks and Boulevards, 1927-1966," and are significant in the areas of architecture and art.

The physical layout of Kansas City, Missouri, including its current system of parks, transportation routes and many of its individual neighborhoods owe its beginnings to George Kessler's 1893 report outlining a system of parks and boulevards for the city. The 1893 report, discussed at length in the MPDF "The Kansas City System of Parks and Boulevards" resulted in the city's circulatory system that survives today and continues to serve as the central means of transportation within the city.

As stated in the MPDF, "as outlined in Kessler's 1893 report, three major parks—North Terrace (today's Kessler Park), located in the northern section of the city, West Terrace and Penn Valley, in the western section of the city—were established.⁴⁴ With Kessler, Sidney Hare helped to envision what was originally a cow path into Cliff Drive, now a Missouri Scenic Byway, a six-and-one-half mile, winding roadway that meanders through North Terrace Park. In addition, several smaller tracks of land were reserved for The Parade, The Grove, and Budd Park (the latter by donation), in the eastern side of Kansas City and several neighborhood parks."⁴⁵

Furthermore, "the 1893 system planned to link the larger parks—North Terrace, West Terrace and Penn Valley, as mentioned above—by almost ten miles of "parkways" including Independence (already in existence), Linwood, Armour, The Paseo and East (now Benton). Except for The Paseo, the parkways were designed with a standard width of 100 feet, with a 40-foot wide central roadway flanked by thirty feet of parking comprised of turf and three rows of trees, was proposed for the initial boulevards."⁴⁶

While it is clear that the success of the park and boulevard system for Kansas City was due to Kessler's comprehensive design, his legacy to Kansas City must include the work of the landscape architecture firm of Hare and Hare, thereby correlating to the context, "The Next Generation of Parks and Boulevards, 1927-1966," as outlined in the MPDF. The groundwork layed by George Kessler and the members of the early park board made the system easy to maintain for the future. As such, S. Herbert Hare, who formed a firm with his father, Sidney J. Hare, remarked in 1952 that "Kansas City owes much to the vision and courage of the early members of the Park Board, and their

⁴⁴ Due to modifications to West Terrace Park, it has lost the majority of its historic integrity and is not included in this District Nomination.

⁴⁵ Millstein and Novick, MPDF, E10.

⁴⁶ Ibid, E11.

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consultant, the late George E. Kessler, and it is fortunate that standards they adopted have been maintained by succeeding boards.”⁴⁷

The impact of the Kansas City Parks and Boulevards system on community planning and development in Kansas City is extraordinary, in that in advance of the establishment of the planning profession, Kessler and the Board of Park Commissioners changed Kansas City from what was described as “unconsciously planned through the application of the congressional survey to an exceedingly difficult topography” to a community where a series of distinctive neighborhoods were joined together. “The real planning for the city as a whole,” Kessler stated, “was accomplished through the establishment and excellent maintenance of its parkways and boulevards.”⁴⁸ The landscape architecture firm of Hare and Hare continued this era of extraordinary planning during the Next Generation of Parks and Boulevards through 1966. Through the work of two generations of designers, the Kansas City Parks and Boulevards System improved and united the city and set the stage for future planning. The district, that represents the work of two master landscape architects who combined the American Romantic Style and the City Beautiful Movement, with the natural and varied topography of Kansas City, marks two chapters in the design legacy of Kansas City.

As stated in the Summary, there are sections of the district that are eligible in additional areas of significance. A few parks and all of the boulevards proved essential to the development of a transportation system throughout the city. Prior to the implementation of the system, Kansas City’s streets were planned on the grid system with a series of unpaved streets. Through the work of Kessler and then Hare and Hare, the difficult terrain was transformed into a system of picturesque drives and parkways that linked to the developing neighborhoods and parks and the downtown district. Following the natural and varying topography of Kansas City, Kessler instilled elements of the City Beautiful Movement throughout the system, a legacy of design that was carried forward by Hare and Hare.

Other areas of significance (Entertainment and Recreation, Architecture and Art) may apply to specific resources within the district, as noted in the following narratives. The history and significance of each of the parks and boulevards included in “The Kansas City Parks and Boulevards Historic District” are discussed below.

Community Parks

Community Parks are generally defined as larger than neighborhood parks and central to an area of several neighborhoods. While some are smaller in acreage, they provide a central park, of sorts, serving the adjacent and surrounding neighborhoods. All of the

⁴⁷ Ibid, E21.

⁴⁸ George E. Kessler, “The Kansas City Park System and Its Effect on the City Plan,” *Good Roads* 13 (June 2, 1917), 322.

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community parks included in this National Register Nomination were designed by George Edward Kessler and formed the core of the parks and boulevards system.

Significance of the Community Parks

North Terrace Park, Penn Valley Park, and The Parade represent three key parks that played an extraordinary role, not only in the overall development of Kansas City's park and boulevard system, but also in the formation and growth of the surrounding neighborhoods and the ensuing expansion of the entire city, as well. In addition to the areas of significance for the district as a whole (as outlined in the Summary, above), these parks are also significant in the areas of Transportation, Entertainment/Recreation and Architecture and Art.

Two parks, North Terrace Park and Penn Valley Park, are significant in the area of Transportation. Cliff Drive, located in North Terrace Park is a Missouri Scenic Byway, one of only five in the state, and provides a connection to other thoroughfares within the system. Additionally Penn Valley Drive a four-lane roadway that bisects Penn Valley Park in a north/south direction, and Penn Drive, a two-lane road that runs along the western edge of lagoon, flow into other portions of the system, as well. All three of these Community Parks afford varying opportunities for outdoor activities in the midst of the city, where hiking, picnicking, biking, walking and areas for community events are just a few of the options-thus significant in the area of Entertainment and Recreation. Additionally, these three parks are significant in the areas of Architecture and Art, as they display features that represent various styles of architecture and art that enhance the park in which they are placed.

North Terrace (Kessler) Park

North Terrace Park, now Kessler Park, one of the major parks considered in the 1893 Parks Report, is considered a Community Park. As described in the MPDF, "Community Parks are generally defined as larger than neighborhood parks and central to an area of several neighborhoods. While some are smaller in acreage, they provide a central park, of sorts, serving the adjacent and surrounding neighborhoods."⁴⁹ North Terrace Park, designed in the American Romantic Style, combines natural outcroppings with Cliff Drive, a two-lane, 6.5 mile roadway listed as a Missouri State Scenic Byway,⁵⁰ which runs the entire length of the park, connecting Scarritt Point on the east with Prospect Point on the west. The history of the development of North Terrace Park begins in 1885 when Kansas City acquired Prospect Point, a 5.5-acre tract from Jackson County. Subsequently in 1893, Kessler prepared plans for this park sited on the bluffs in the northeastern section of the city. Condemnation of the land for North Terrace Park occurred in 1895, closely followed by opposition to its development. Other acquisitions of land for North Terrace Park took place through 1912 and Cliff Drive was

⁴⁹ Millstein and Novick, MPDF, F4.

⁵⁰ Cliff Drive was officially designated as a State Scenic Byway, one of only five in the state of Missouri, on June 2, 2000.

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extended to its eastern terminus in 1931, coinciding with "The Next Generation of Parks and Boulevards, 1927-1966." Per Kessler's design, the park was to remain natural in appearance; few stairways or improvements to the forested park were made. In honor of George Kessler, North Terrace Park was renamed in 1973 after the noted landscape architect.

Within North Terrace Park, there are a number of contributing (described above in Section 7) features, to include:

- Cliff Drive, designed by George Kessler with assistance from Sidney J. Hare, 1905.
- Water Works Reservoir (Water Department, Kansas City, MO, W. G. Goodwin, Chief Engineer; 1919-1920)
- East Reservoir Drive (Park staff, 1919-1920) (structure)
- East Outlook Point Drive (Park staff, 1919-1920) (structure)
- North Terrace Lake (George Kessler)
- Cliff Drive Arch Bridge, designed by the noted engineering firm of Harrington, Howard and Ash, 1920.
- The Concourse: Designed by George Kessler (by attribution) in 1906.
- Comfort Station: Constructed by E. P. Shaw, builder (by attribution) in 1914
- The Colonnade: Designed by Henry Wright in the Beaux Arts style in 1906 and completed in 1908. It is representative of the City Beautiful Movement as a formal, well-sited architectural frontispiece, which anchors a prominent intersection adjacent to North Terrace Park.
- *The John F. Kennedy Memorial*: This memorial replaced a fountain, placed at the center of the Colonnade, in 1965.
- Indian Mound: Examined in 1923 at the request of William C. Scarritt, President of the Board of Park Commissioners, it was determined that the mound is associated with Native Americans. Due to natural erosion and some disturbance by the public, the mound was "restored" by adding soil and creating a trench at the Mound's edge by the WPA in the amount of \$200,000.
- Stone Parapet Wall. Designed by the WPA in conjunction with the Indian Mound restoration project. The wall is constructed of native limestone.

Penn Valley Park

Condemnation for Penn Valley Park began at the turn of the 19th century when in 1904, several hundred houses that were perched on a site known as Vinegar Hill and reached by a series of boardwalks were razed. Over the course of twenty-two years, four large tracks of land were acquired, the last or fourth in 1926. In his account of the Penn Valley area, Kessler observed that the features of Penn Valley "has extensive interior views offer board rolling prairie...that and the endless succession of hills beyond...give variety

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such as few cities could possibly obtain.”⁵¹ Kessler also noted that the highly picturesque Feld Park featured a lake that could be enlarged and improved.

Unlike North Terrace and West Terrace Parks, the establishment of Penn Valley Park was greatly supported by nearby property owners. Yet because of the overall condemnation cost, coupled with that of West Terrace Park, an anti-park organization called the Taxpayers League was vehemently opposed to the plan. Their efforts, however, were not successful and by 1904, Penn Valley Park began to take form. According to landscape historian Deon Wolfenbarger, Kessler’s proposed (initial) plan for the park was not adhered to in the final form, with the exception of the main drive—the old route to the town of Westport.⁵²

While some of the original features of the park such as natural gas lamps and a playground gymnasium are no longer extant, there are a number of outstanding structures and sculptures that enhance the landscape. These contributing resources include:

- Liberty Memorial and the National World War One Museum: Main architect: H. Van Buren Magonigle. The Memorial was completed in 1926. Closed in 1994 due to deteriorated condition; reopened in 2004. Listed in the National Register of Historic Places (2000) and as a National Historic Landmark (2006).
- *The Hiker*: Theo A. R. Kitson, 1947. Commemorates the veterans of the Spanish-American War, the China Relief Expedition and the Philippine Insurrection.
- *Pioneer Mother Memorial*: Alexander Proctor with Wight and Wight, 1927. A gift from Howard Vanderslice, member of the Kansas City Arts Commission.
- *The Scout*: Cyrus E. Dallin (with WPA), 1915. Designed for the Panama-Pacific Exposition in San Francisco. On the return east, The Scout was exhibited in Penn Valley Park. With local money, the statue was purchased and dedicated in 1922.
- Stone Bridge at Broadway: Designed by Bushman Construction Company, 1949-1950.
- The Lagoon and Dam: Designed by George Kessler, 1906.
- Penn Valley Drive: Designed by George Kessler, c. 1906.
- Penn Drive: Designed by George Kessler, c. 1906.

⁵¹ *Report of the Park and Boulevard Commissioners of Kansas City, MO: Embracing Recommendations for the Establishment of a Park and Boulevard System for Kansas City, Resolution of October 12 1893, First Report*. Kansas City: Hudson-Kimberly Publishing Company, 1893, 41.

⁵² Deon Wolfenbarger, "Historic Resources Survey of the 1893 Parks & Boulevard System, Kansas City, Missouri, 1988. See section on Penn Valley Park (the survey forms are not paginated).

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The Parade

Used as a former circus ground, land for The Parade was acquired in 1900. It was originally known as the Gates and Kendall Tract. As early as 1893, the Board of Park Commissioners looked for suitable grounds that could be used “for the drilling and parade of local military organizations, as well as for large outdoor demonstrations, public gatherings and sports.”⁵³ This level tract of land became The Parade, designed by George Kessler in 1899-1900. His plan included an oval track, a public bath (replaced in 1940 by the Paseo Community center, now extinct), curving paths and stone stairs. In addition, a stable and barn and a general operating plant and machine shop were constructed. From 1942-1943, soldiers on leave could stay in a tent at The Parade while in Kansas City.

While the original bathhouse has been replaced twice, there are two historic features that remain. Current contributing resources include:

- Park Management Building: Designed by Arthur L. Sparks, 1912. This stone building, designed in the Mission Style, was initially used for the entire park and boulevard system. It was renovated for the Black Archives of Mid-America and listed in the National Register of Historic Places in 2008. Not included in the overall resource count.
- Stone Steps: George E. Kessler, 1906.

Boulevards

The boulevards included in this National Register nomination comprise The Paseo, Linwood, Benton, Gladstone, Armour, Independence and Broadway. As defined in the MPDF, The Paseo, Linwood and Benton are considered Intra-Neighborhood Connectors; Gladstone and Armour are Major Residential Main Streets; and Independence and Broadway are Commercial Streets. George E. Kessler was responsible for the initial design of these boulevards, included in the 1893 map of the Park System. All of the boulevards in this nomination meet Kessler’s four requirements for the design of boulevards, as defined in the MPDF:

First: The routes must offer good grades. This is necessary, both in order to reduce cost of maintenance and to make driving agreeable.

Second: They must be located in a naturally sightly locality.

Third: The lands that abut upon such boulevards must be of a character satisfactory and suitable for good residences.

⁵³ Wolfenbarger, “Historic Resources Survey of the 1893 Parks & Boulevard System,” Section on The Parade, n. p.

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Fourth: There must be no costly natural or artificial obstacles to remove to permit proper widening of the streets selected.⁵⁴

Intra-Neighborhood Connectors

These boulevards to include The Paseo, Linwood and Benton “serve as the backbone of Kansas City’s Parks and Boulevards System”⁵⁵ as stated in the MPDF. Furthermore, the MPDF states that, “these roadways, serving a large swath of the city, east to west and north to south, combine two types of landscape design; the City Beautiful and the American Romantic Style.”⁵⁶

Significance of the Intra-Neighborhood Connectors

As discussed in the MPDF, the Intra-Neighborhood Connectors, including The Paseo, Linwood Boulevard and Benton Boulevard represent one of the earliest attempts at city planning in Kansas City and were designed not only to link to the parks and to provide pleasurable drives but to also direct the residential growth and property values within the city. Both objectives were accomplished.⁵⁷ They survive as remarkable examples of Kessler’s vision for the city and its outlying neighborhoods.

In addition to the areas of significance for the district as a whole (as outlined in the Summary, above), these Intra-Neighborhood Connectors are also significant in other areas including Transportation and Architecture and Art. The Paseo, Linwood and Benton provide a connection to other thoroughfares within the system and continue to this day to be major north/south and east/west traffic routes. For instance, as the “Historic Resources Survey of the 1893 Parks and Boulevard System” notes, Benton Boulevard and its southerly continuation received early praise as “one of the magnificent thoroughfares of the east side” and for its scenic qualities: “a beautiful perspective is obtained looking to the south, where the eye rests upon a line of hills.”⁵⁸ These roadways, serving a large swath of the city, east to west and north to south, combine two types of landscape design; the City Beautiful and the American Romantic Style.⁵⁹

Furthermore, individual structures that are featured on The Paseo and Linwood Boulevard are representative of various styles of architecture and art that enhance the boulevard in which they are placed. Features along these boulevards include the

⁵⁴ *Ibid*, 32-33. These four stipulations were mentioned in several early *Annual Reports*, as well as professional journals. See especially William H. Wilson, *The City Beautiful Movement in Kansas City*, 50. These requirements were the driving forces behind the success of the system.

⁵⁵ Millstein and Novick, MPDF, F7

⁵⁶ *Ibid*, F8

⁵⁷ *Ibid*.

⁵⁸ D. M. Bone. *The Annual Review of Greater Kansas City Illustrated* (Kansas City: Business Men’s League), 11.

⁵⁹ MPDF, F8.

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Pergola between 10th and 11th streets along The Paseo and the Traffic Signal at Linwood Boulevard and The Paseo, to name a few.

The Paseo

Named for the Paseo de la Reforma in Mexico City, The Paseo was designed by George Kessler in 1893. Extending from Independence Boulevard to 18th Street, The Paseo stretches 1.1 miles. The Paseo replaced an area of slums with “a chain of small parks containing formal sunken gardens, fountains, pergolas and floral patterns.”⁶⁰ Acquisition of land for this portion of The Paseo occurred from 1896-1897 and in 1898, the derelict houses were razed. The implementation of Kessler’s plan from 9th Street to 18th street was completed by the turn-of-the 20th century.

Contributing features of The Paseo include:

- *The August Meyer Memorial*: Designed by Daniel Chester French (NY) in 1909. Named in honor of August Meyer, the first president of the parks and boulevards commissioners, this memorial statue is the creation of one of America’s best known early 20th century sculptors and was the first to be placed in a Kansas City Park.
- The Pergola: Designed by John Van Brunt in 1900. This limestone structure, stretching over three varying levels between Tenth and Eleventh Street, is representative of the American Romantic Style. Multiple, fluted columns support a latticed wood roof, which provides shade and shelter.
- Twelfth Street Terrace: Designed by John Van Brunt c. 1890s. Constructed of quarry-faced limestone, this circular retaining wall embellished by pilasters, also features *The William Fitzsimons Memorial Fountain* (see below).
- *The William Fitzsimons Memorial Fountain*: Designed by John Van Brunt in 1918 and Jorgen C. Dreyer, 1922. This 12-foot high memorial is constructed of Dakota limestone and features an inscribed panel, carved pilasters and a lion’s head spout at the fountain basin, now missing.
- Central walkway between 9th and 10th streets.
- Walkway at the Pergola at E. 10th Street.
- Central walkway stretching from 11th to 12th streets.
- Oval walkway between 12th and 13th streets.

Linwood Boulevard

Stretching on an east/west axis, Linwood Boulevard, as initially designed by George Kessler in 1893, extends from Lydia Avenue to Benton Boulevard. Kessler

⁶⁰ Ibid, E13.

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recommended that, "Linwood Boulevard be adopted as a boulevard, after widening it to 100 feet from the intersection of East Boulevard (Benton) to Lydia Avenue."⁶¹ The initial acquisition of Linwood Boulevard began in 1899, actually a bit further west from Troost Avenue to Benton and one year later, further west, again to Gillham Road.

A contributing feature of Linwood Boulevard includes:

- The Traffic Signal at Linwood and The Paseo: Designed by Edward B. Delk, 1932. The cut-stone Art Deco icon is the only traffic signal of its kind in Kansas City.

Benton Boulevard

Referred to as East Boulevard in the 1893 Report, this Intra-Neighborhood Connector was renamed Benton Boulevard after Thomas Hart Benton, a Missouri Senator. As originally planned it was the major north/south route on the city's east side, connecting Independence/Gladstone boulevards on the north with Linwood Boulevard on the south. In the 1893 report, Kessler and the Park Commissioners were planning ahead when they described East Boulevard as a connection to Linwood, then beyond the city limits.⁶² The varied topography and exiting conditions along this route made the construction of Benton Boulevard a bit complicated, so that the roadway took turns to the east at north of 15th Street and then back to north from Walrond. Avenue where The Grove (park) was to be implemented.⁶³ The first portion of Benton, stretching 2.9 miles, was completed in 1909. There is one non-contributing feature sited on Benton Boulevard (see Section 7, above).

Major Residential Main Streets

As described in the MPDF, the Major Residential Main Streets provide connections to the Intra-Neighborhood Connectors (see above) and/or parks. The two Major Residential Main Streets included in this nomination are Gladstone Boulevard and Armour Boulevard, designed by George Kessler and recommended in the 1893 Report.

Significance of Major Residential Main Streets

In addition to the areas of significance for the district as a whole (as outlined in the Summary, above), these Major Residential Main Streets are also significant in other areas including Transportation and Architecture and Art. They survive as connections to the Intra-Neighborhood Connectors and other portions of the parks and boulevards district. In the area of Architecture and Art, Gladstone contains two contributing features that enhance the boulevard: The Gladstone Bridge represents a unique type of span

⁶¹ Walmsley, et. al., Vol. II, 678.

⁶² Wolfenbarger, Section on Benton Boulevard, n. p.

⁶³ Ibid. Due to changes over the years, The Grove has lost the majority of its integrity.

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and the memorial tribute to Sen. Thomas Hart Benton is the work of a master, John Van Brunt.

Gladstone Boulevard

“Gladstone Boulevard was the first boulevard developed and constructed under the control of the Board of Park Commissioners.”⁶⁴ Initially, Gladstone was designed to be part of Independence Boulevard, but later became a separate connection.⁶⁵ Acquisition of land for Gladstone began in 1895 followed in 1901 and 1912. The 2.82-mile stretch of Gladstone Boulevard was all but complete by 1914.

Contributing features of Gladstone Boulevard include:

- Gladstone Bridge over Anderson Avenue: Designed by Joseph W. Hoover with David A. Miles from the Wrought Iron Bridge Company; completed in 1898. This steel arch span with period lighting and benches was renovated in 2005.
- *Thomas Hart Benton Memorial*: Dedicated to the United States Senator (from 1820-1850), the seven foot tall monument (4-ton granite boulder) was designed by John Van Brunt with John Williams & Co (plaque).

Armour Boulevard

Acquisition for Armour Boulevard, originally referred to as Commonwealth Avenue, a 1.25-mile roadway bounded by Broadway on the west and The Paseo on the east, occurred in 1899. One year later, the Park Board named this Major Residential Main Street Armour, after Simeon B. Armour, an officer of the famed meatpacking industry of the same name and member of the first official Board of Park and Boulevard Commissioners. Along with Benton, Gladstone and Linwood Boulevards, Armour is an example of the “standard 100-foot boulevard recommended by Kessler and adopted by the first Board of Park Commissioners in 1893.”⁶⁶ There are no features, contributing or non-contributing, sited on Armour Boulevard, for the purposes of this nomination.

Commercial Corridors

As stated in the MPDF, “[w]ithin the Parks System Commercial Corridors are boulevards that run through areas of the city that are of predominantly commercial uses.” For the purpose of this nomination, there are two boulevards that are considered Commercial Corridors: Broadway and Independence boulevards.⁶⁷

Significance of Commercial Corridors

⁶⁴ Janice Lee, et., al. *A Legacy of Design*, 193. The portion from Independence Boulevard to Monroe Avenue

⁶⁵ *Ibid.*

⁶⁶ Walmsley, Vol. 11, 512.

⁶⁷ MPDF, F12.

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In addition to the areas of significance for the district as a whole (as outlined in the Summary, above), Independence Boulevard is also significant in the area of Transportation. In planning the boulevard system, George Kessler felt that the gridiron street system already in place in Kansas City did not lend itself to a "picturesque driveway system."⁶⁸ Although he didn't attempt to change the gridiron system, he felt that "the great north [Independence and Gladstone Boulevards] and south parkways have sufficient change in alignment and grade to largely obliterate the impression of formal lines, giving very fine picturesque drives and still directly in the line of travel to and from the business city."⁶⁹ In addition, Independence Boulevard, as a Commercial Corridor, remains a major connector to the central business district of Kansas City. Due to modifications in 1988, Broadway Boulevard has not retained its integrity and therefore its significance. However, while it is a non-contributing structure in the district, it remains a key component as a major connector to the parks and boulevards included in this district.

Independence Boulevard

Prior to the issue of the 1893 Parks and Boulevard Report, Independence Avenue was the subject of design and legal work. A 3.4 miles route from 9th and Grove Streets to Fairview Avenue was proposed and adopted by City ordinance.⁷⁰ Then, in the 1893 Report, Independence was described as "already 80 feet wide and practically all, if not actually all, the property fronting upon it...is of considerable depth and beautiful."⁷¹ Today, Independence Boulevard, separate from Independence Avenue to the east, is bounded by Woodland Avenue on the west and Benton Boulevard on the east, thereby connecting to The Paseo and Gladstone Boulevard, respectively. It is approximately .96 miles in length. There are no features, contributing or non-contributing, sited on Independence Boulevard, for the purposes of this nomination.

Broadway Boulevard

Historically, Broadway Boulevard always has been a Commercial Corridor. Stretching from approximately 31st Street, south to Armour Road, as illustrated in the 1893 Map of the Park and Boulevard System, this section of Broadway Boulevard was acquired in 1902 and completed in 1903.⁷² Plans for this section of Broadway, by George Kessler, were altered in 1988 when contemporary improvements were made, thus it is

⁶⁸ George E. Kessler, "The Kansas City Park System and Its Effect on the City Plan," 322.

⁶⁹ As quoted in: Deon K. Wolfenbarger, "Historic Resources Survey of the 1893 Parks & Boulevard System, Kansas City, Missouri," Section on Independence Boulevard, n.p. This quote, more than likely, came from Kessler's 1893 Report.

⁷⁰ Wolfenbarger, section on Independence, n. p.

⁷¹ 1893 Report, 35. It was also stated that Independence was destined to become an important west and east business street.

⁷² North of 31st Street near the concrete bridge featured in Penn Valley Park, Broadway changes to Penn Valley Drive, which continues to 26th Street. At that point the street becomes West Pennway.

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considered non-contributing. There are no associated features, contributing or non-contributing, sited on Broadway Boulevard, for the purposes of this nomination.

Conclusion

“The Kansas City Parks and Boulevards Historic District” includes three parks and seven boulevards that when implemented, guided development of the park and boulevard system for Kansas City throughout the years. Seen as the initial network of parks and boulevards designed and implemented for Kansas City, the parks and boulevards included in the historic district established the nucleus and foundation for the entire system—thus the city as a whole—as it planned for the future, directing the design of the entire circulatory system that shaped Kansas City. The Community Parks are central to an area of several neighborhoods, while catering to all age groups. A series of boulevards including Intra-Neighborhood Connectors, Major Residential Main Streets and Commercial Corridors connect to the parks within district, forming a unified system that stretches to the bluffs overlooking the Missouri River at the north and west, to Midtown’s rocky ledges at the southern end, to a wide pleasure drive, meandering through residential neighborhoods on the east. As Kansas City has unduly sprawled through the years and is now bisected with major Interstate systems, it is important to note that the parks and boulevards included in this nomination afford not only an opportunity to traverse the city by way of an interconnected system of “pleasure drives,” but also to experience a variety of architecture, sculpture and structures that, due to their overall design, material and unique expressions covering a wide range of styles, further enhance and contribute to this enduring landscape.

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Verbal Boundary Description

The Kansas City Parks and Boulevards Historic District (Figure 1) is located in Kansas City, Jackson County, Missouri. The Historic District is generally bounded by the Missouri River on the north, State Line on the west, Hardesty Avenue on the east and Armour Boulevard on the south. For specific boundaries of the district, please refer to the Lat/Long District Map, which includes all the coordinates.

Boundary Justification

The nominated properties within the Kansas City Parks and Boulevards Historic District include the entire parcels historically associated with each individual property, as described in Section 7, above. The boundaries are generally based on the original parks and boulevards system that was implemented and retains integrity.

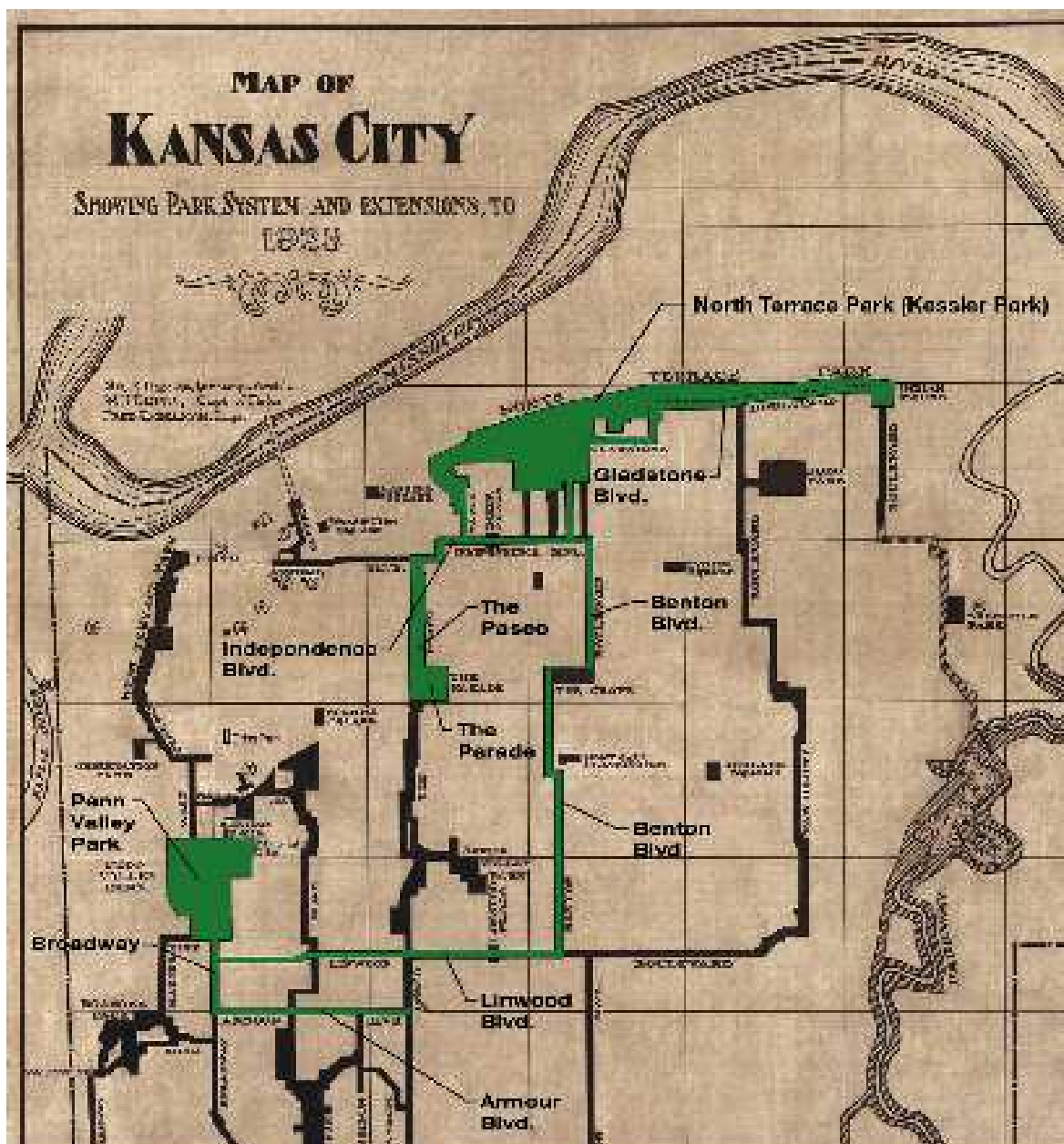
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Note: All figures courtesy Missouri Valley Room, Special Collections, Kansas City Public Library unless otherwise noted.

Figure No.1: The Kansas City Parks and Boulevards Historic District highlighted in green (Overlaid on a 1923 Map of the Parks and Boulevards System.) Source of 1923 Map: Archives, Kansas City Parks and Recreation Department.



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Figure No. 2: George Edward Kessler.

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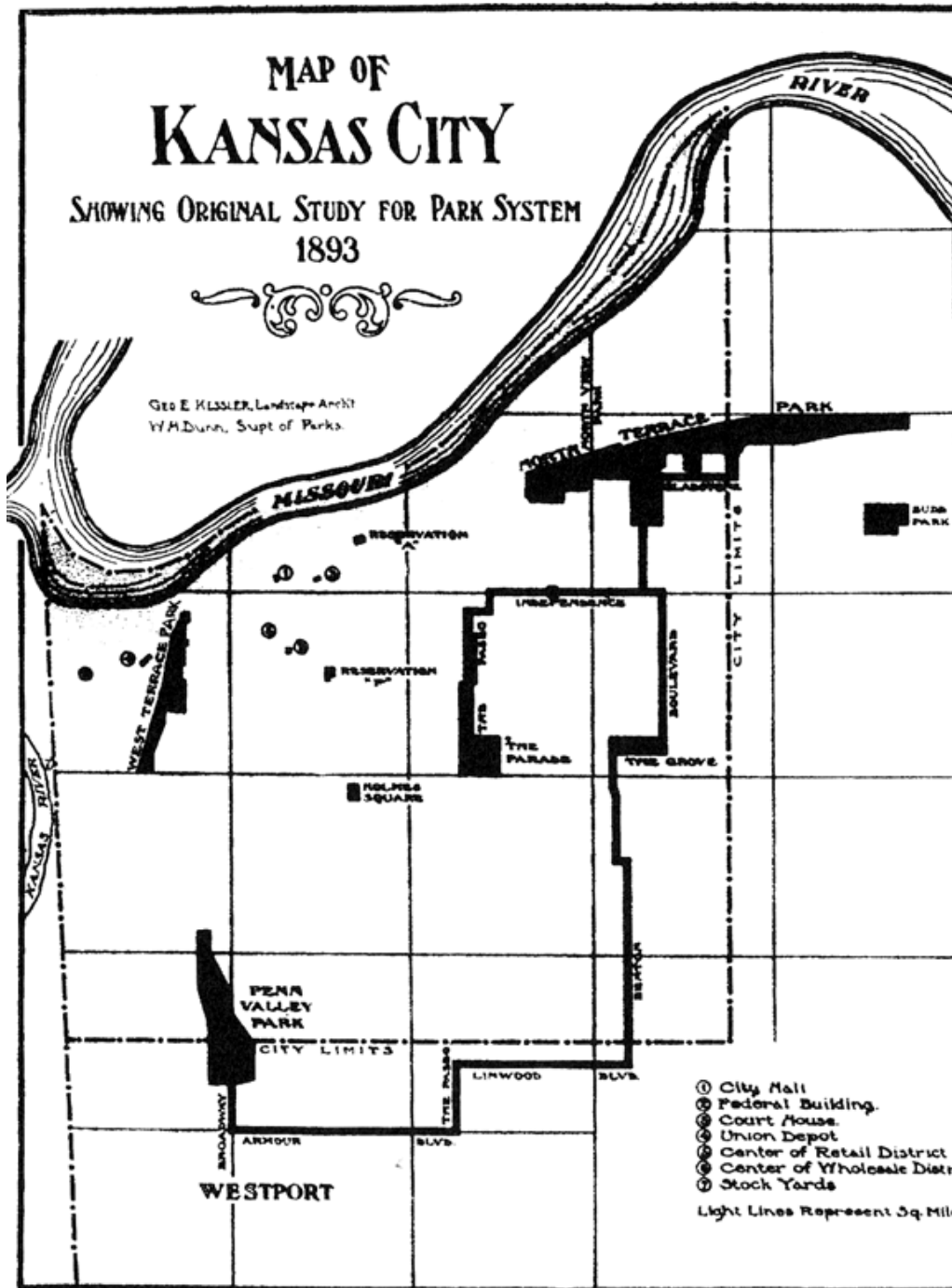


Figure No. 3: Map of Kansas City Showing Original Study for Park System, 1893. Source: Archives, Parks and Recreation Department, Kansas City, MO

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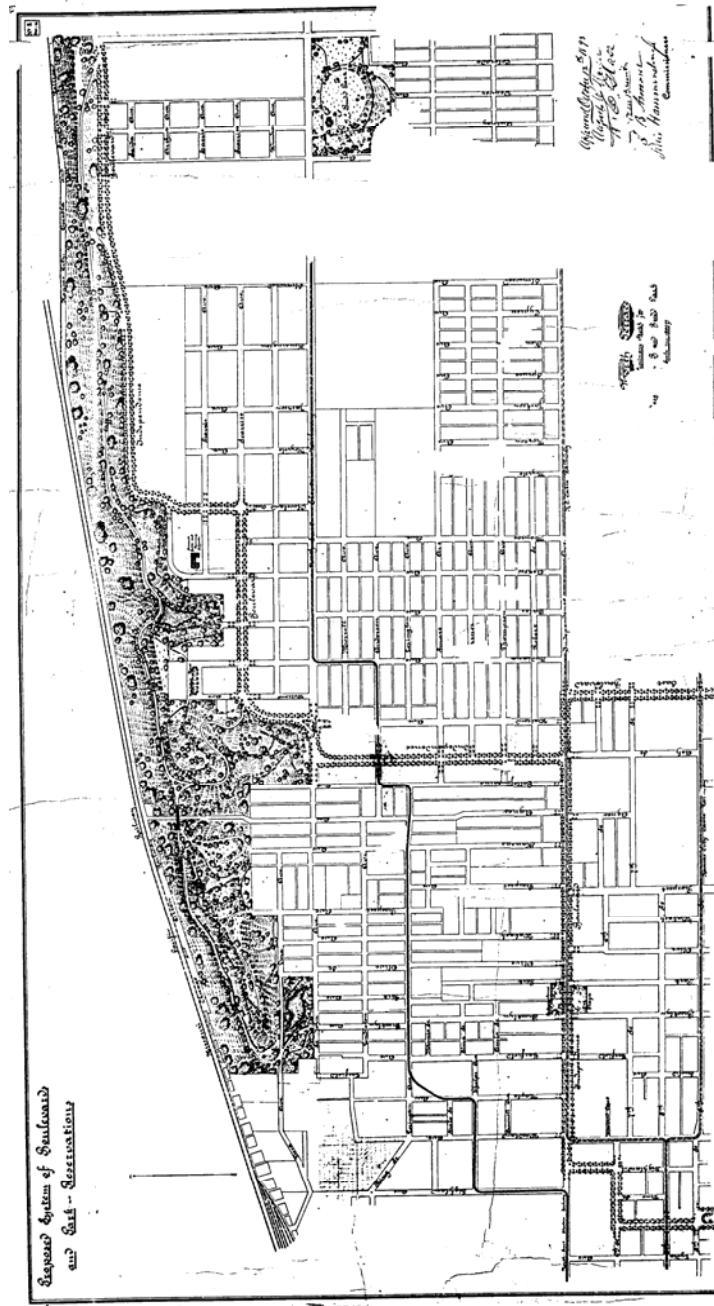


Figure No. 4: Drawing of North Terrace Park, October 12, 1893. Source: Archives, Kansas City Parks and Recreation Department, Kansas City, MO

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Figure No. 5: Cliff Drive, 1903.



Figure No. 6: Cliff Drive, 1938.

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Figure No. 7: The Colonnade at North Terrace (Kessler) Park, 1945.

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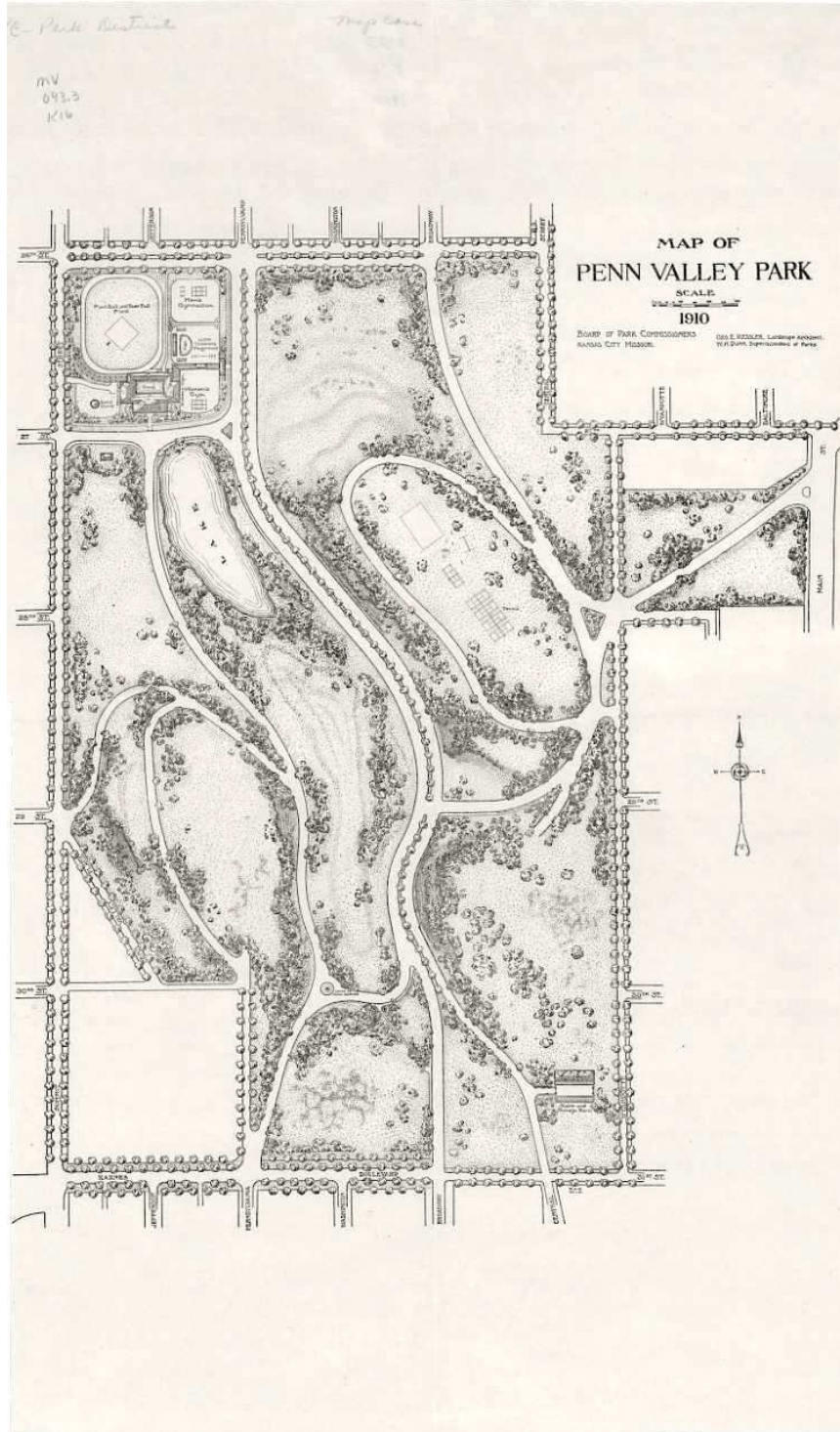


Figure No. 8: Map of Penn Valley Park, 1910.

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Figure No. 9: Penn Valley Park, Penn Drive, 1920.



Figure No. 10: Penn Valley Park, Lake, 1932.

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Figure No. 11: *Pioneer Mother Memorial* with Liberty Memorial at right, 1927



Figure No. 12: *The Scout*, 1960.

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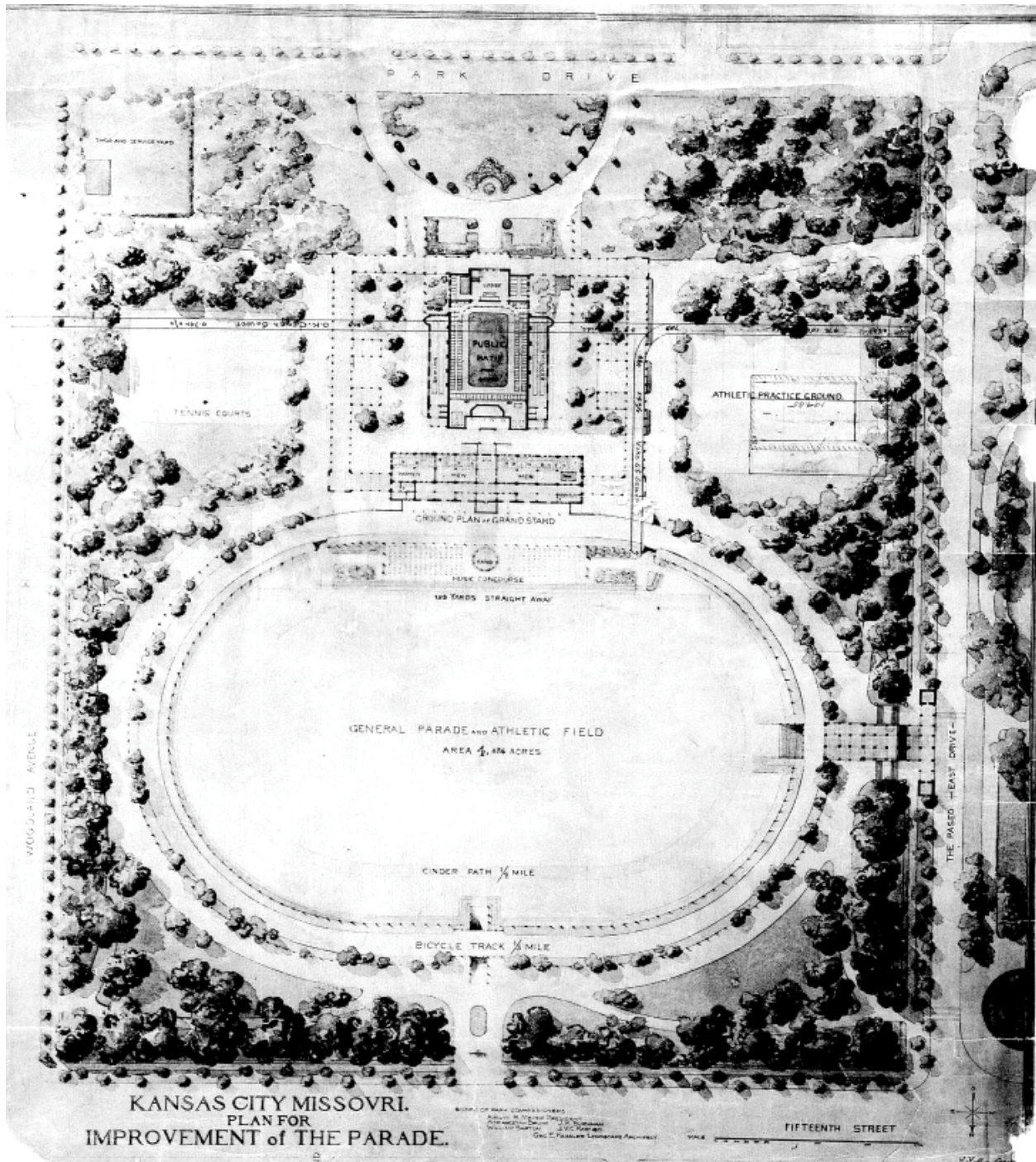


Figure No. 13: The Parade, c. 1906 (North faces down)

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Figure No. 14: The Parade, 1910.

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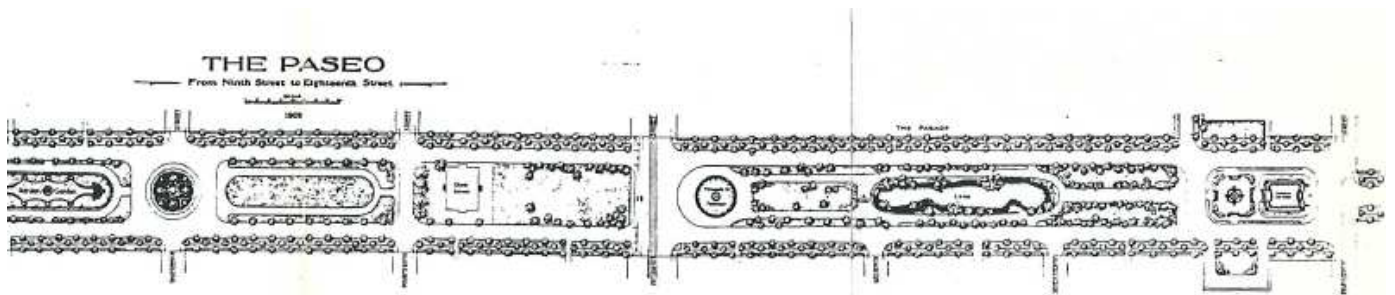
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Figure No. 15: August Meyer

Figure No. 16: Detail of a drawing of The Paseo from 11th Street to 18th Street, no date. Source: Archives, Parks and Recreation Department, Kansas City, MO



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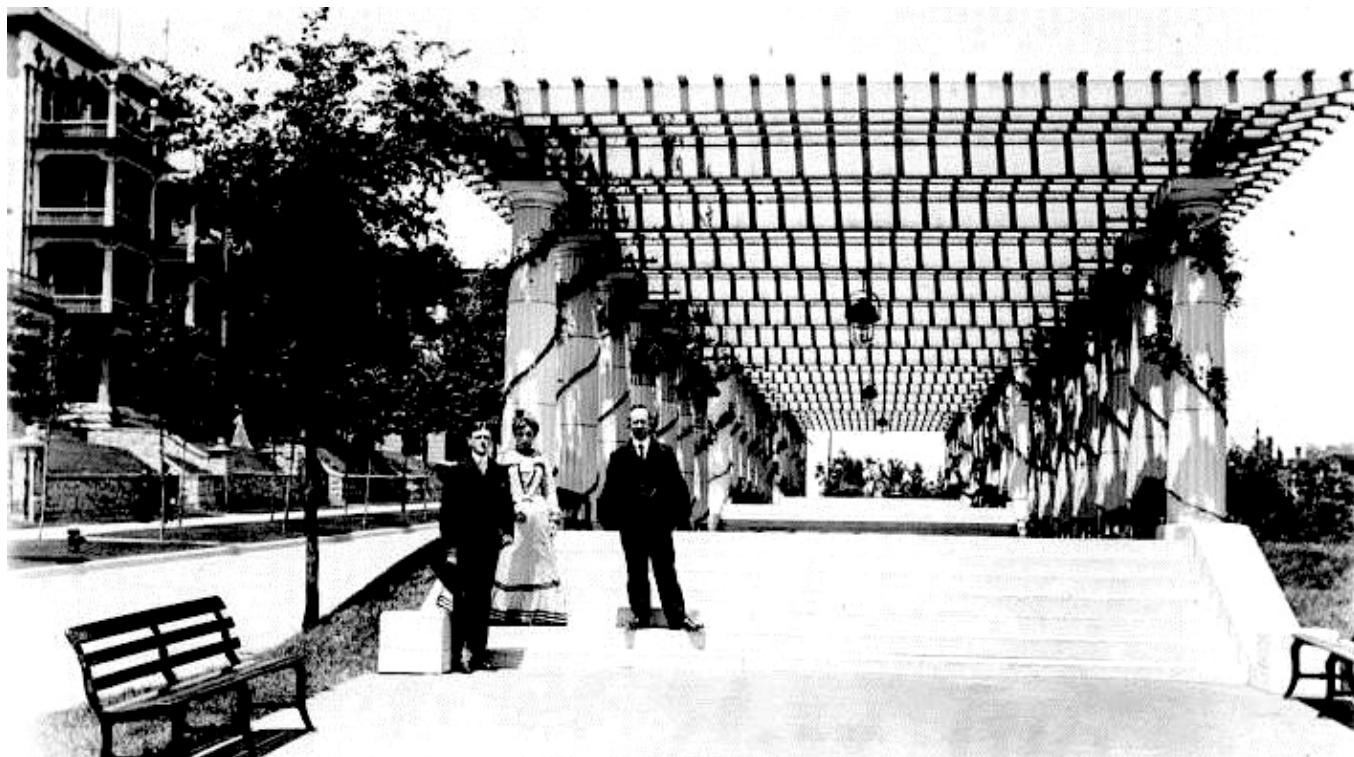


Figure No. 17: The Pergola on The Paseo, c. 1908

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Figure No. 18: Linwood and The Paseo, 1932



Figure No. 19: Gladstone Boulevard near the Concourse, 1899.

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Figure No. 20: North on Gladstone, n.d.



Figure No. 21: Armour Boulevard from Warwick, 1925.

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Figure No. 22: Broadway Boulevard from Armour Boulevard, 1947.



Figure No. 23: Independence Boulevard from Woodland, 1895.

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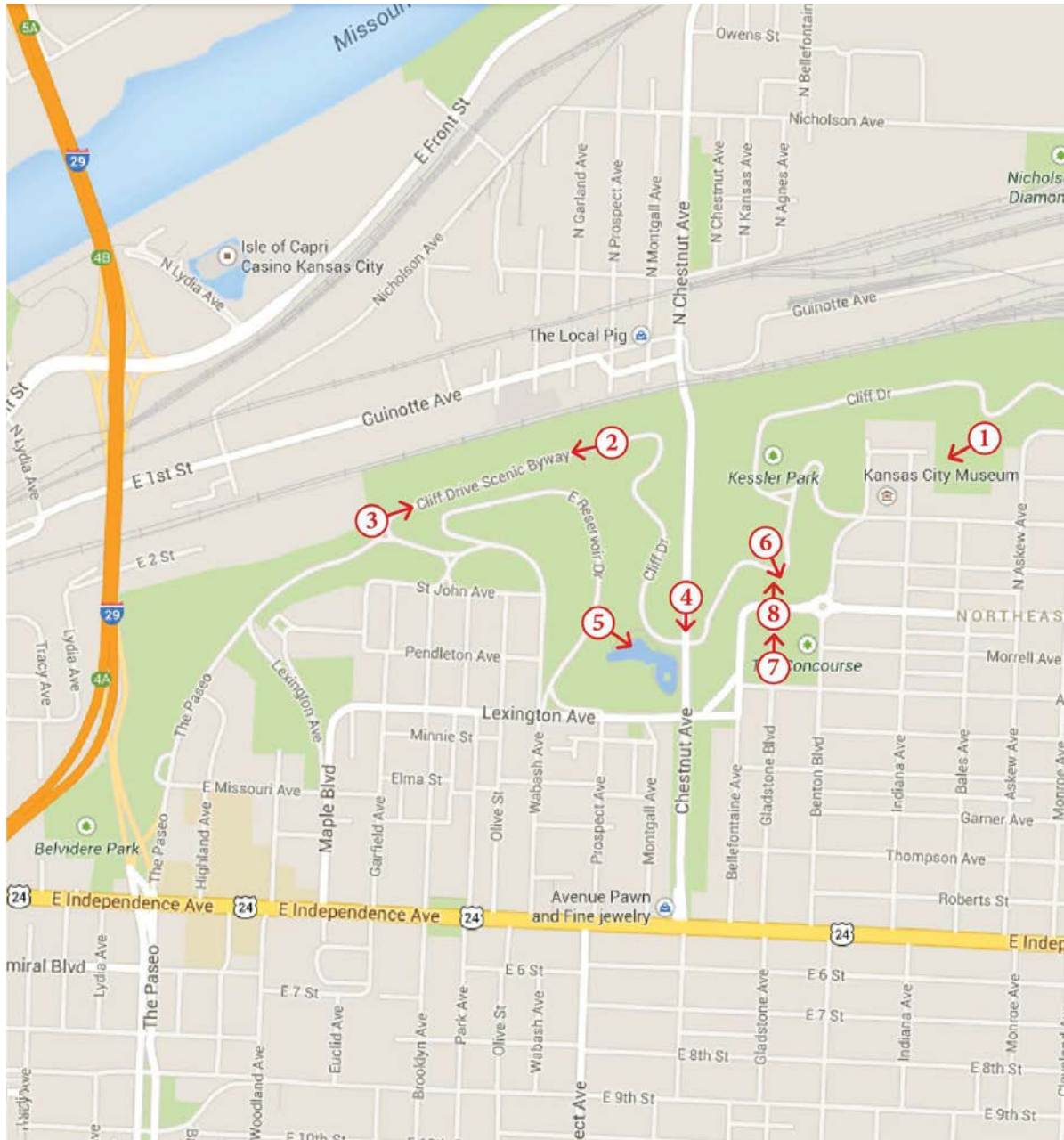


Photo Map No. 1 (Photographs 1 through 8)

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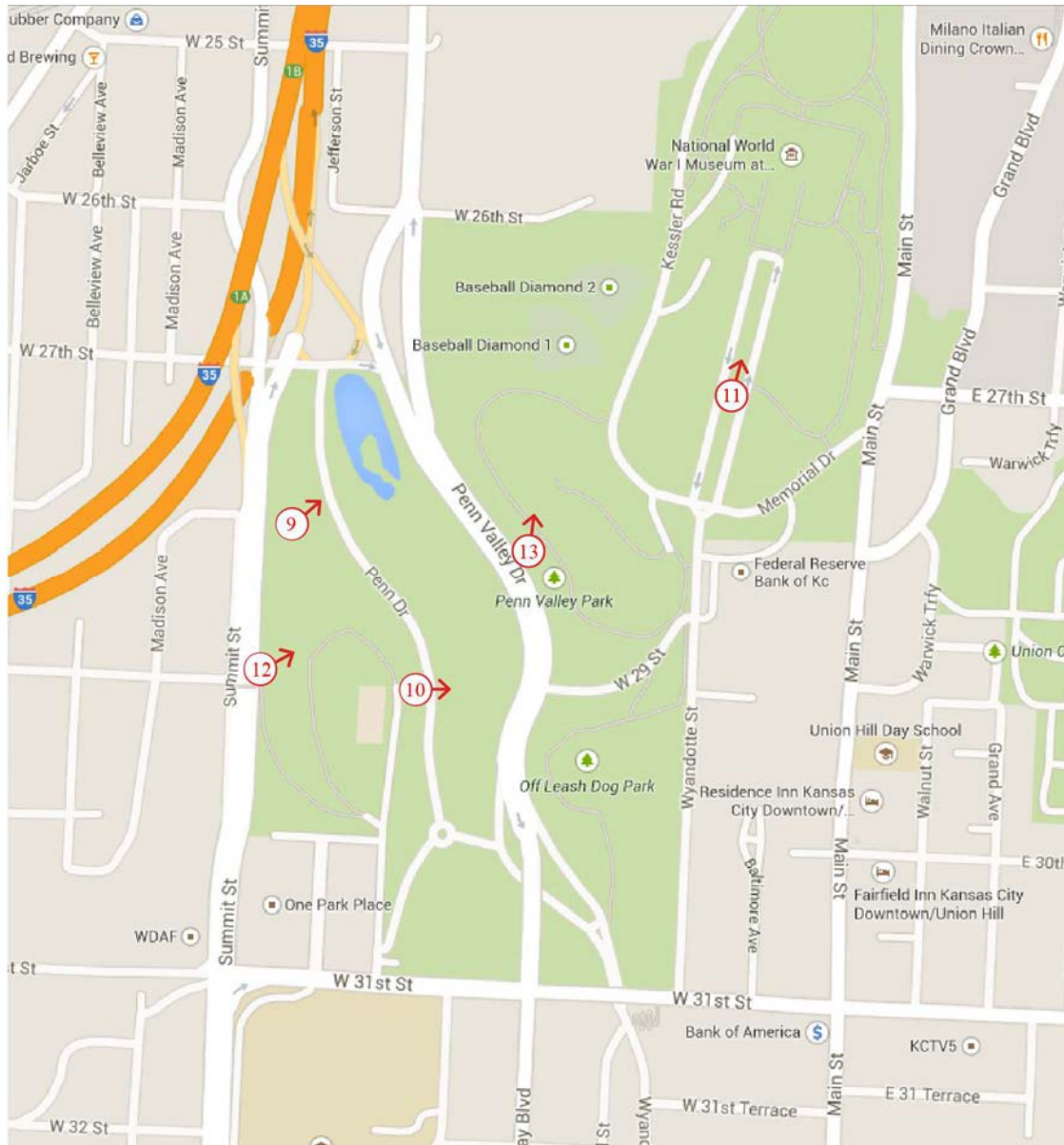


Photo Map No. 2 (Photographs 9 through 13)

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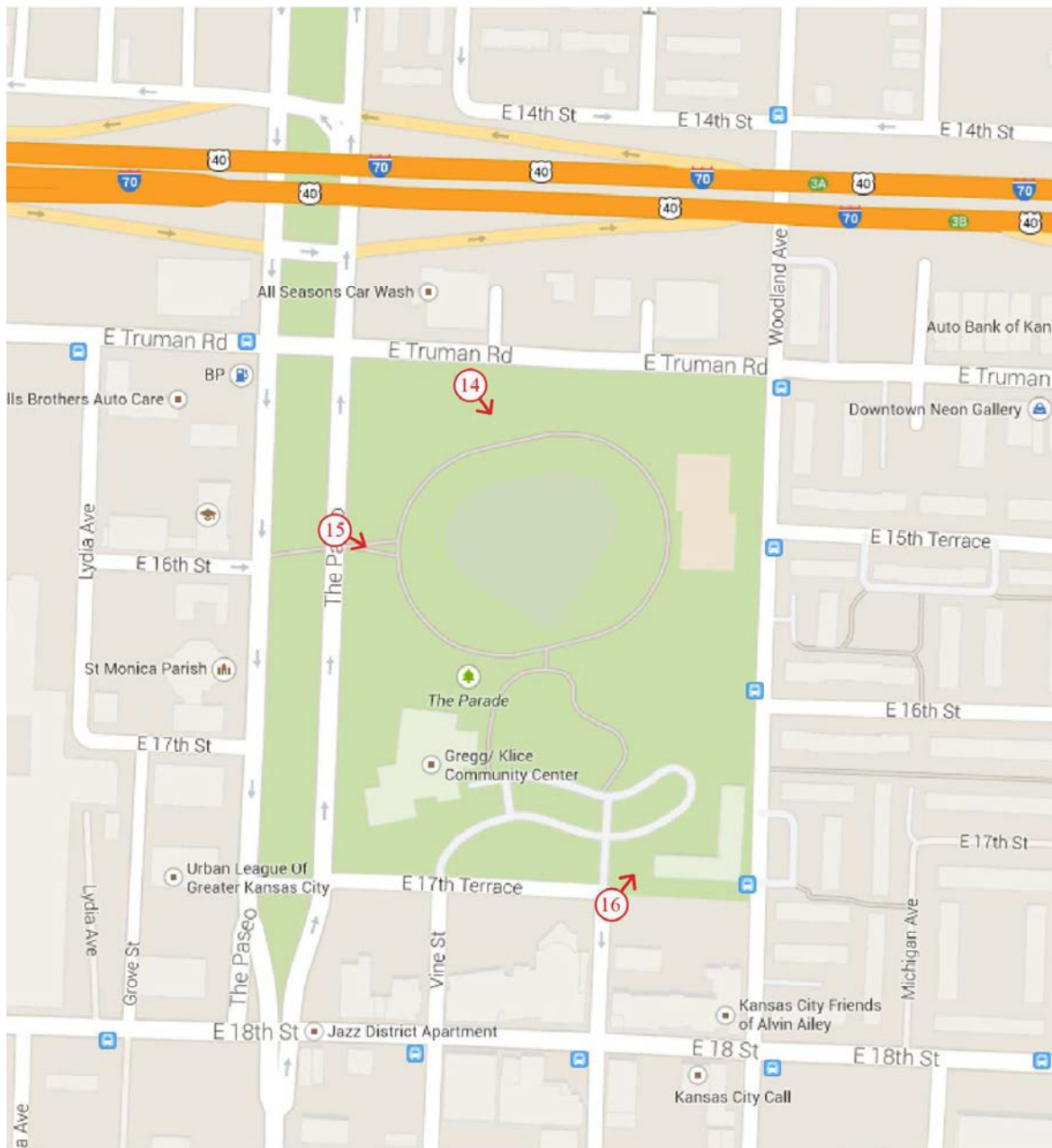


Photo Map No. 3 (Photographs 14 through 16)

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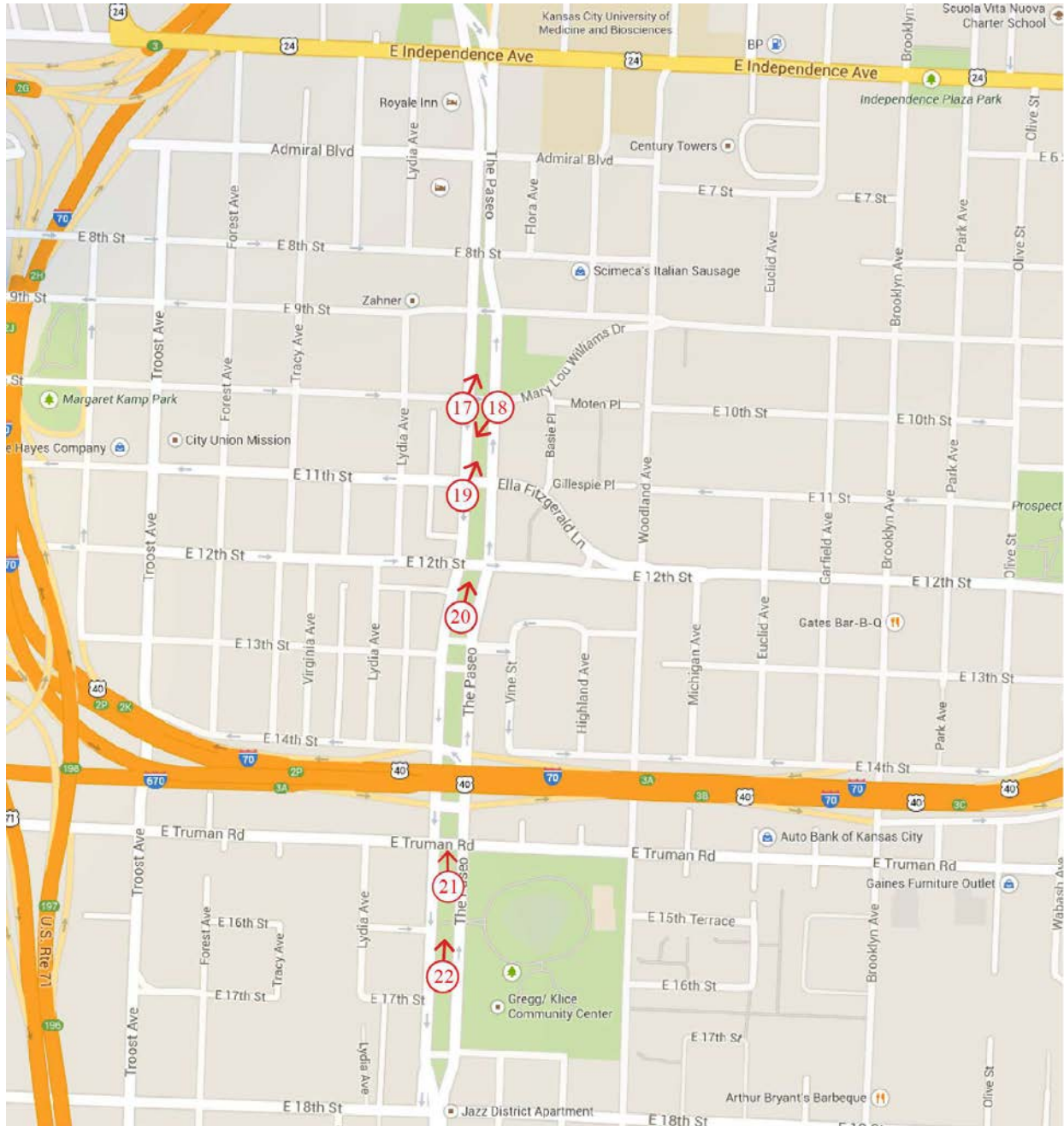


Photo Map No. 4 (Photographs 17 through 22)

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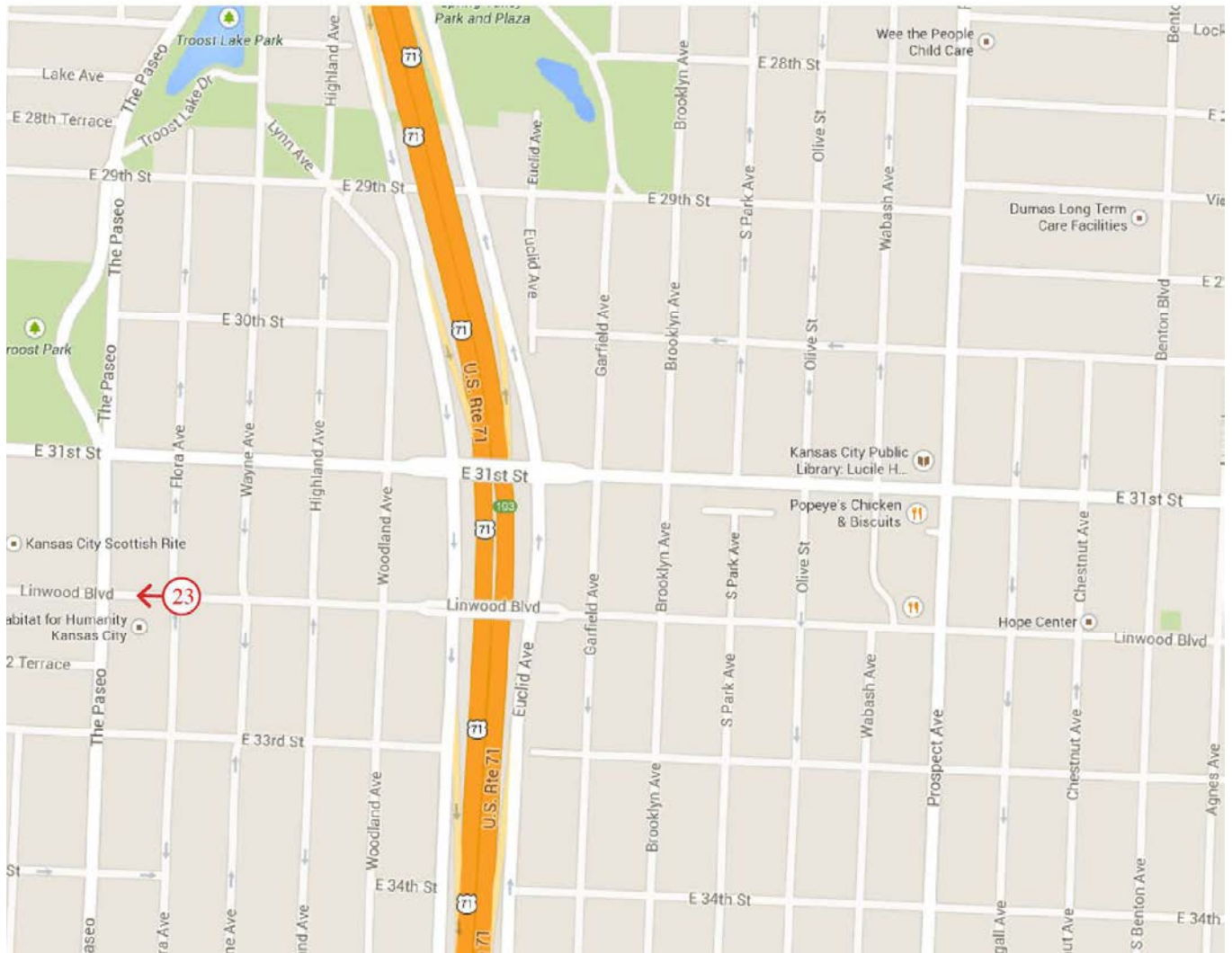


Photo Map No. 5 (Photograph 23)

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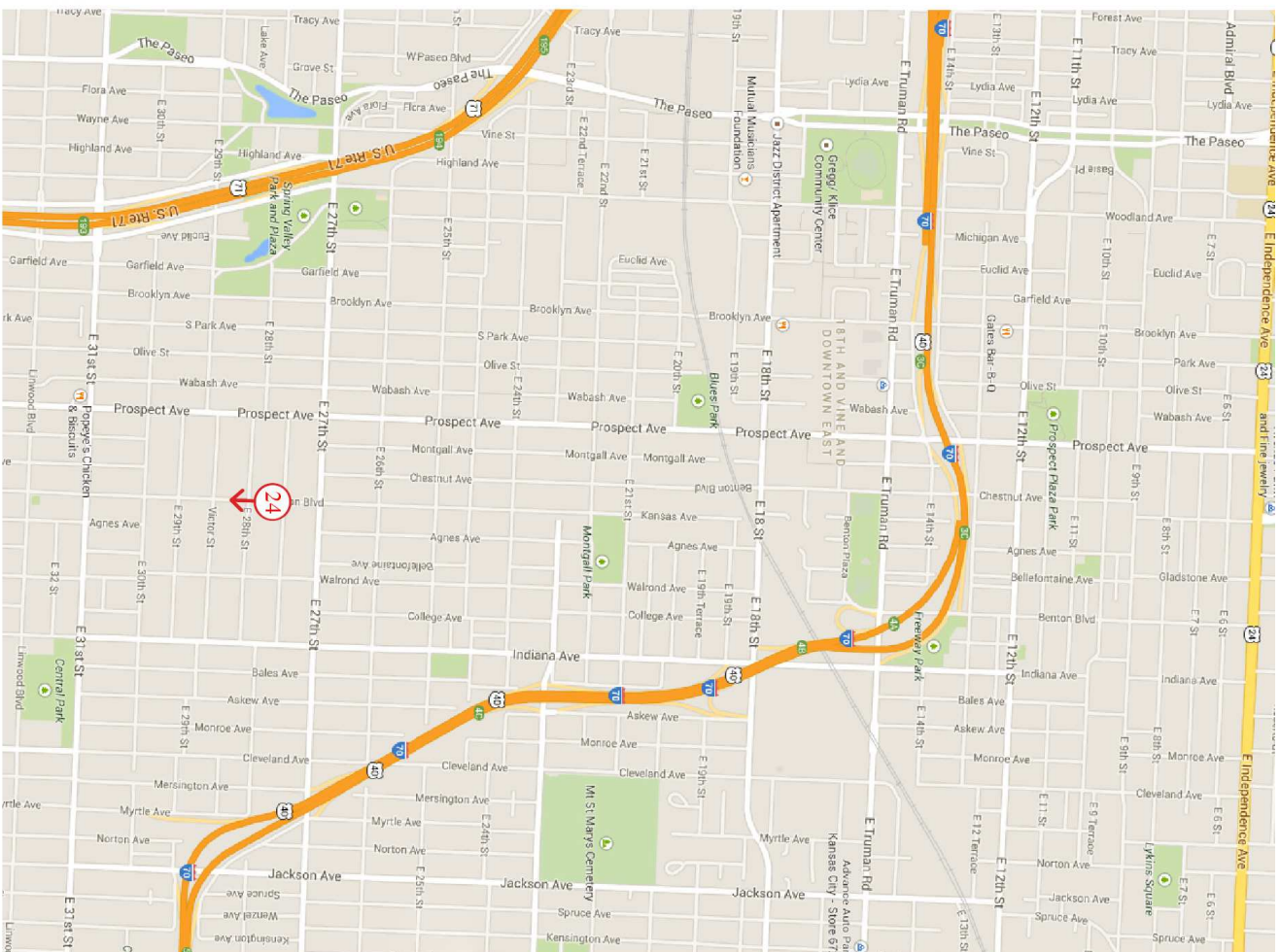


Photo Map No. 6 (Photograph 24)

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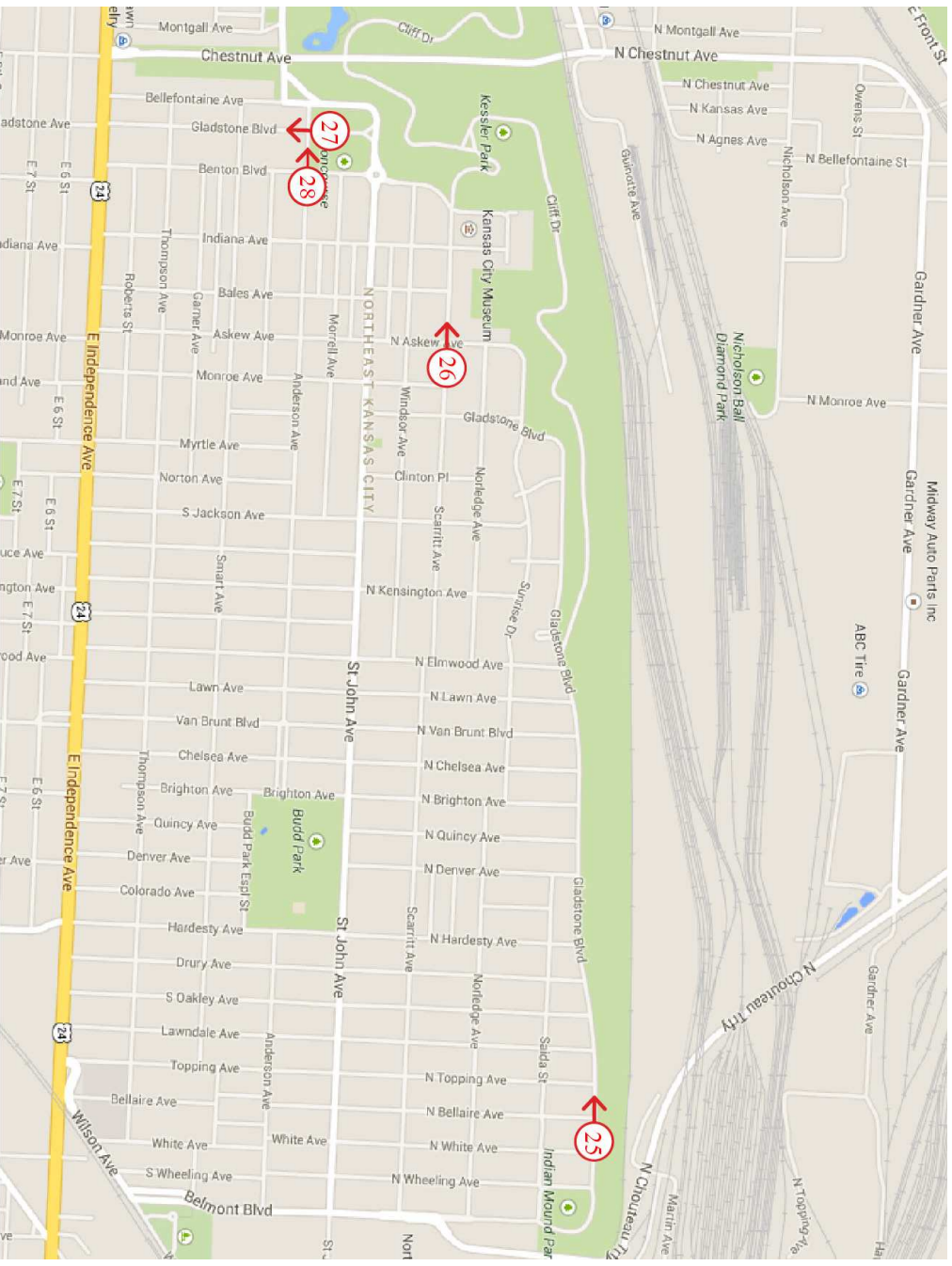


Photo Map No. 7 (Photographs 25 through 28)

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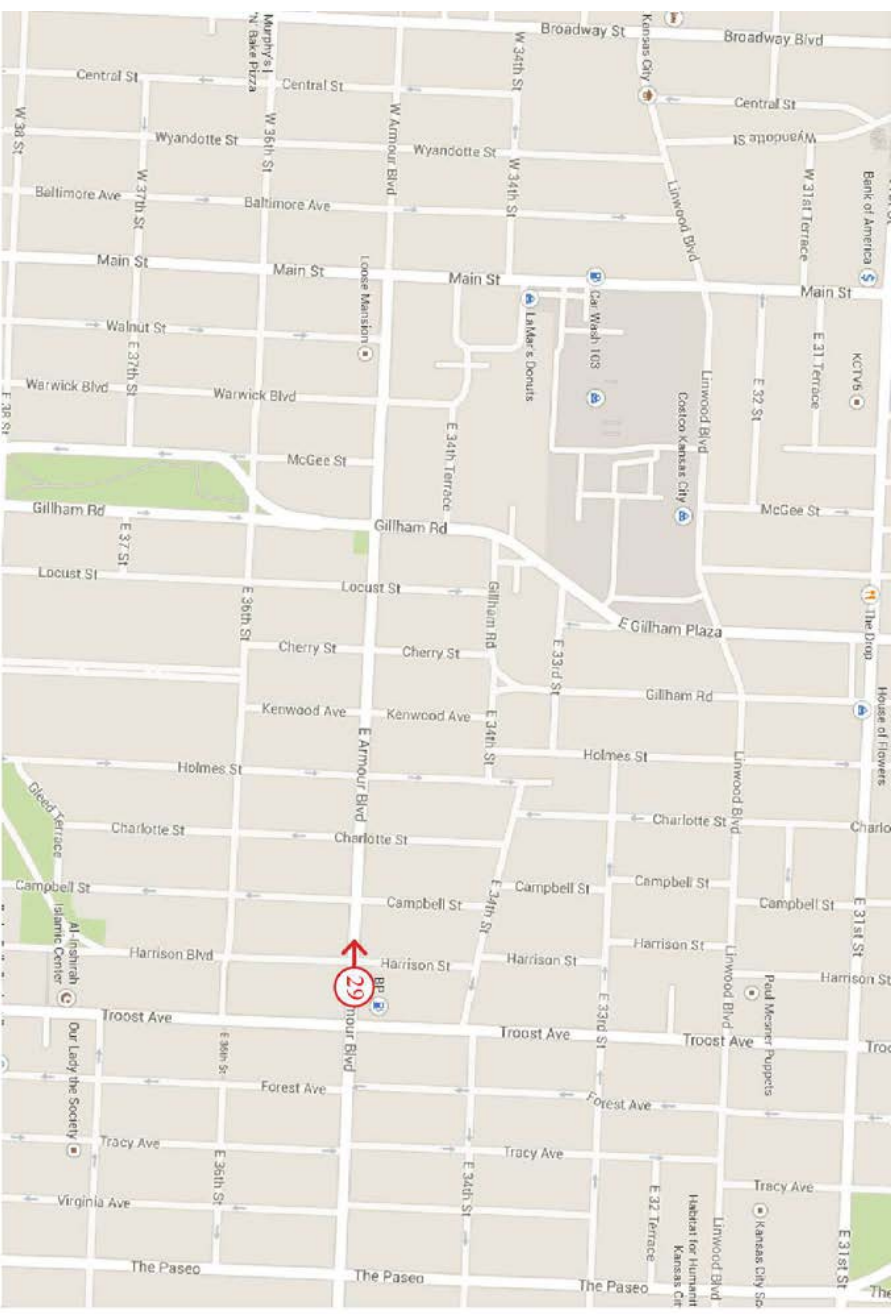


Photo Map No. 8 (Photograph 29)

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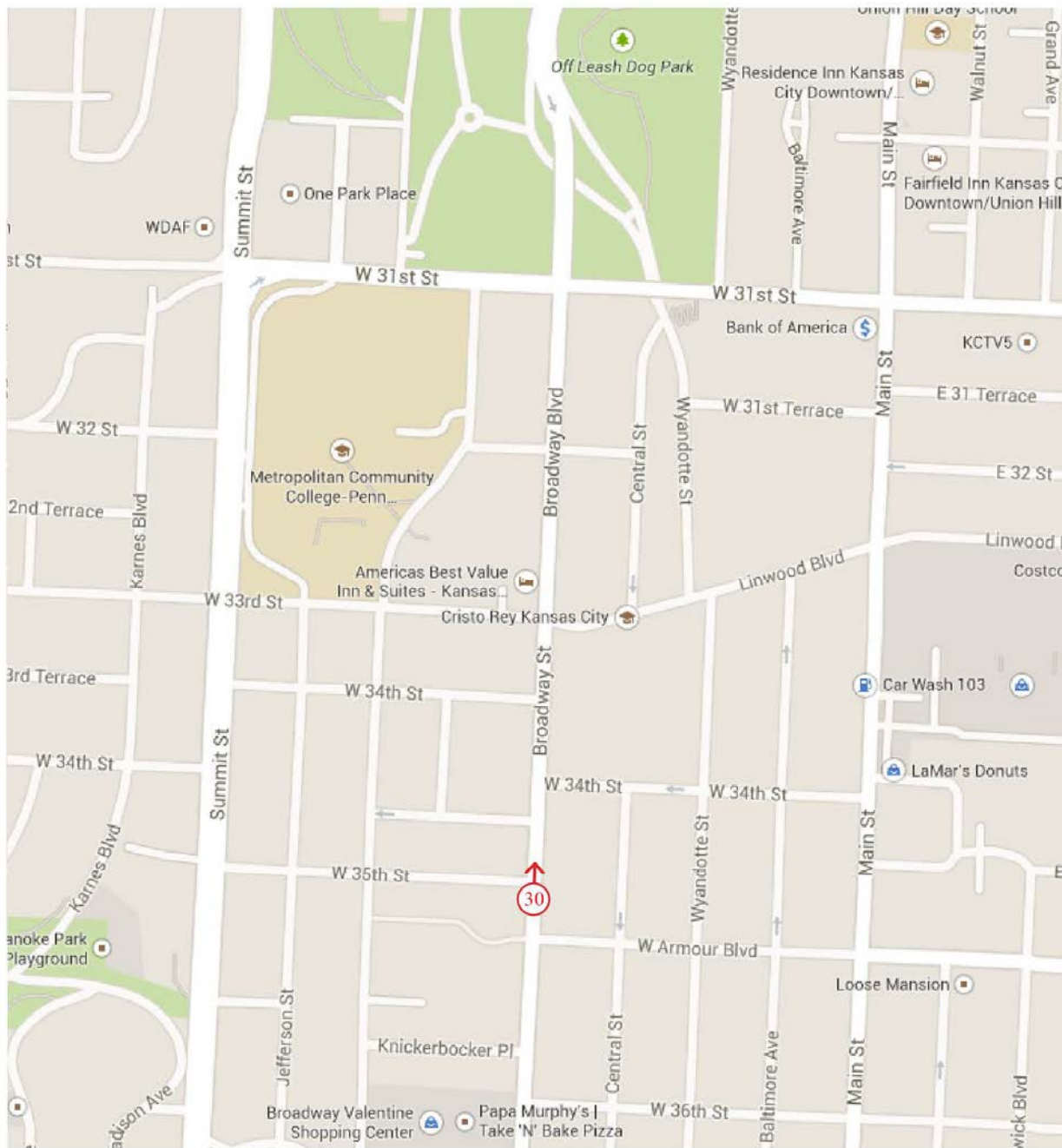


Photo Map No. 9 (Photograph 30)

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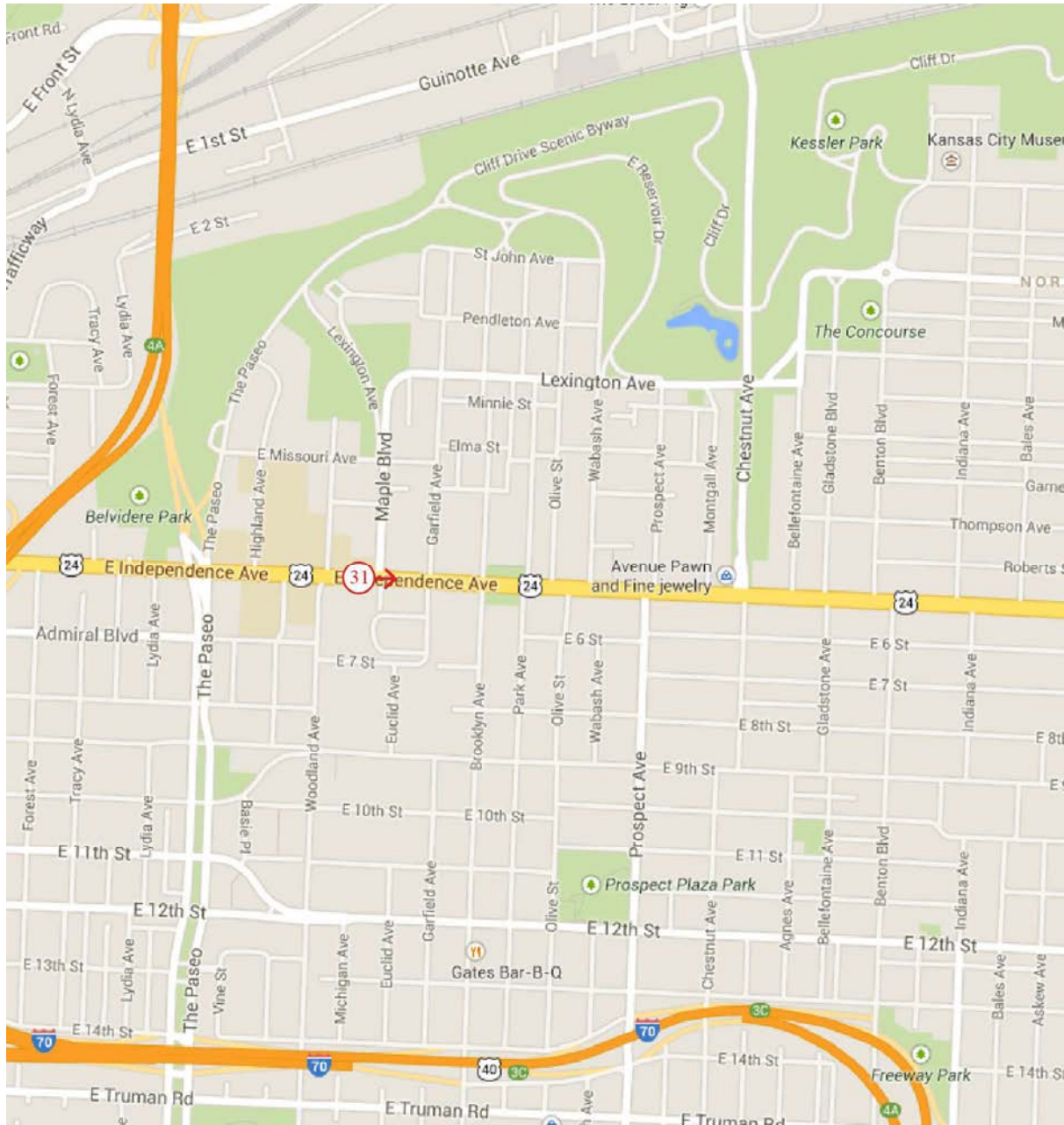
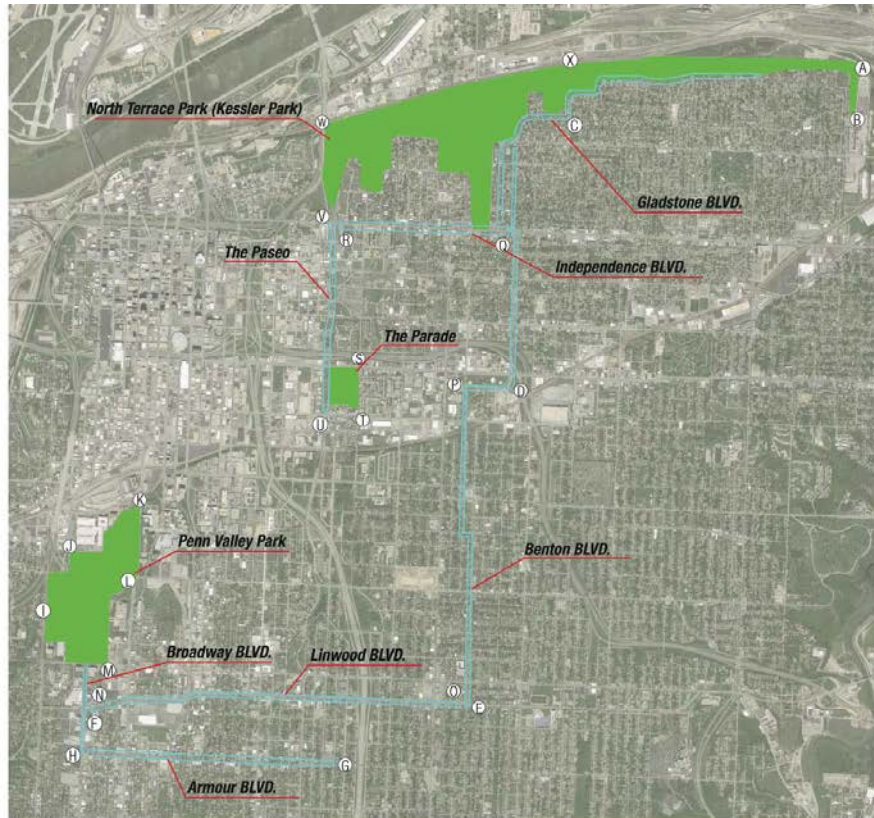


Photo Map No. 10 (Photograph 31)

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Latitude/Longitude District Map

- | | | |
|---------------------------------|---------------------------------|---------------------------------|
| A. 39.119410, -94.507850 | I. 39.076550, -94.593990 | Q. 39.105979, -94.544220 |
| B. 39.115323, -94.508597 | J. 39.080158, -94.591499 | R. 39.106650, -94.563302 |
| C. 39.115214, -94.538614 | K. 39.083699, -94.584367 | S. 39.094957, -94.560883 |
| D. 39.093322, -94.545017 | L. 39.077614, -94.584840 | T. 39.092050, -94.561079 |
| E. 39.067818, -94.549373 | M. 39.071170, -94.587815 | U. 39.091232, -94.564478 |
| F. 39.065722, -94.590071 | N. 39.067781, -94.589761 | V. 39.106944, -94.564074 |
| G. 39.063092, -94.567262 | O. 39.068153, -94.549688 | W. 39.114655, -94.564277 |
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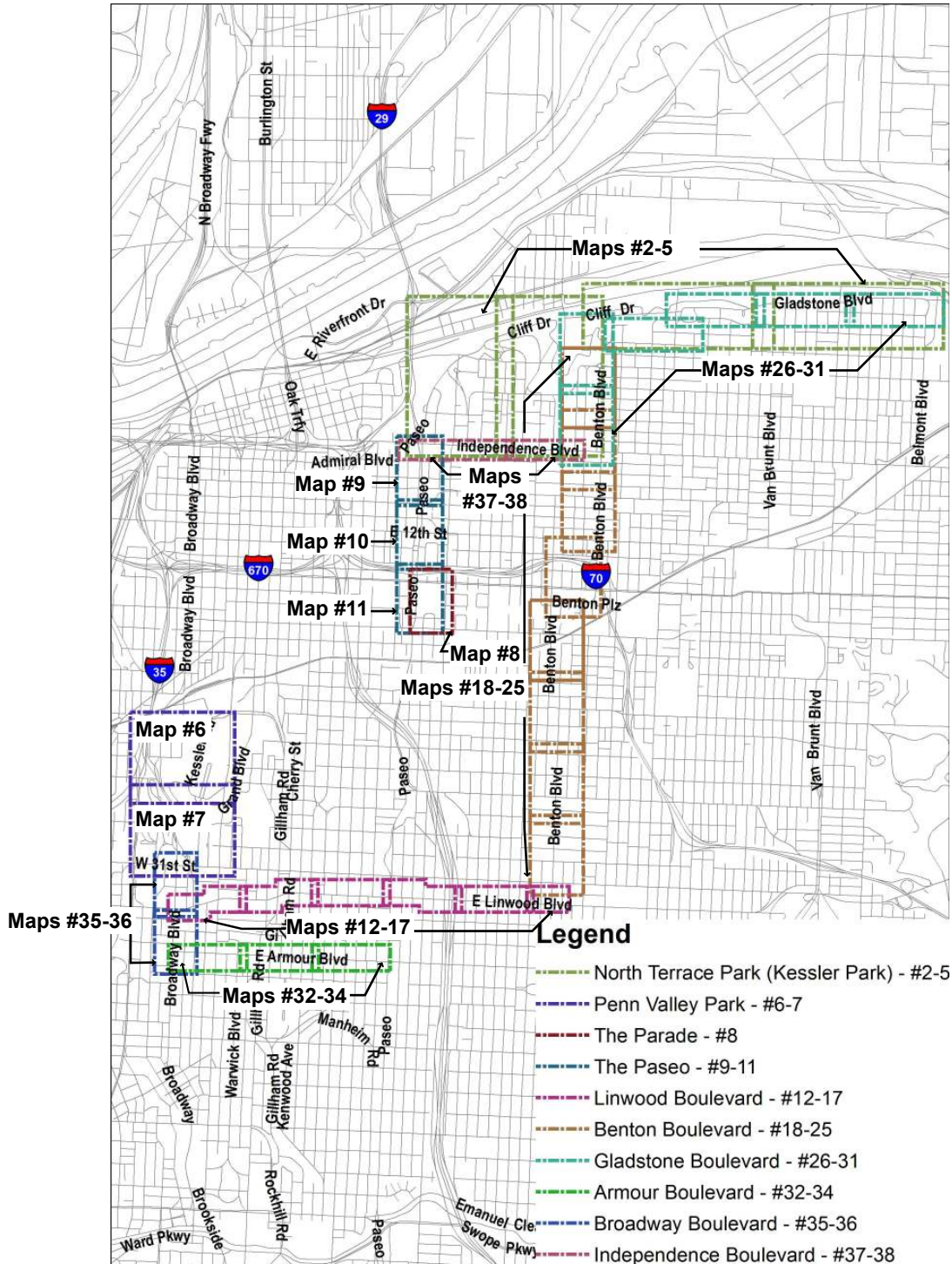
United States Department of the Interior
National Park Service

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KEY MAP



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NORTH TERRACE PARK (KESSLER PARK) The Paseo to Park Ave.



CLIFF DRIVE (c)

Non-Contributing Features
1. Entry Gates (R. Peter Loughlin; 1997)
(object)

Map #9

Map #37

Legend
--- Boundary Line
777 Adjoining District Property

N
0 250 500
Feet

United States Department of the Interior
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NORTH TERRACE PARK (KESSLER PARK) Park Ave. to Benton Blvd.



Non-Contributing Features

2. Central Electric Railway Company Bridge (1908; 1941 and 1969 modifications) (object)

Legend

--- Boundary Line
777 Adjoining District Property



0 250 500
Feet

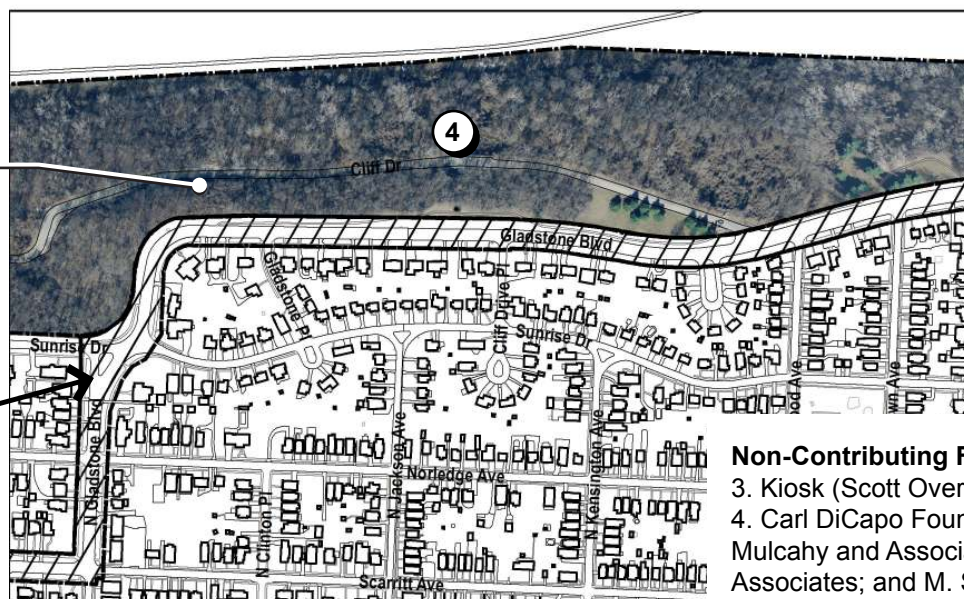
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 4 of 38

NORTH TERRACE PARK (KESSLER PARK) Benton Blvd. to N. Lawn Ave.



CLIFF DRIVE (c)

Map #29

Non-Contributing Features

- 3. Kiosk (Scott Overbay; 2008) (object)
- 4. Carl DiCapo Fountain (Johnson, Brickell, Mulcahy and Associates; Larkin and Associates; and M. Stimach; 1992) (object)

Legend

--- Boundary Line
777 Adjoining District Property



0 250 500
Feet

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
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The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 5 of 38

NORTH TERRACE PARK (KESSLER PARK)

N. Lawn Ave. to N. Belmont Blvd.



Maps #30
& 31



Map #31

INDIAN
MOUND (c)

STONE
PARAPET
WALL (c)

Legend

- Boundary Line
- 777 Adjoining District Property



0 250 500
Feet

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

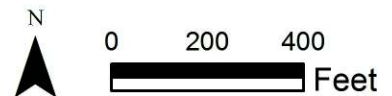
Section number MAPS MAP 6 of 38

PENN VALLEY PARK - Pershing Rd. to Memorial Dr.



Legend

- Boundary Line
- Adjoining District Property
- Previously Listed



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
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Name of multiple listing (if applicable)

Section number MAPS MAP 7 of 38

PENN VALLEY PARK - Memorial Dr. to W. 31st St.



- Non-Contributing Features**
1. Stable and Storage Barn (Root and Siemen, 1910)
 2. The Firefighters Memorial Fountain (Tom Corbin and Larkin and Associates, 1991)

Legend

- Boundary Line
- Adjoining District Property

Map #35



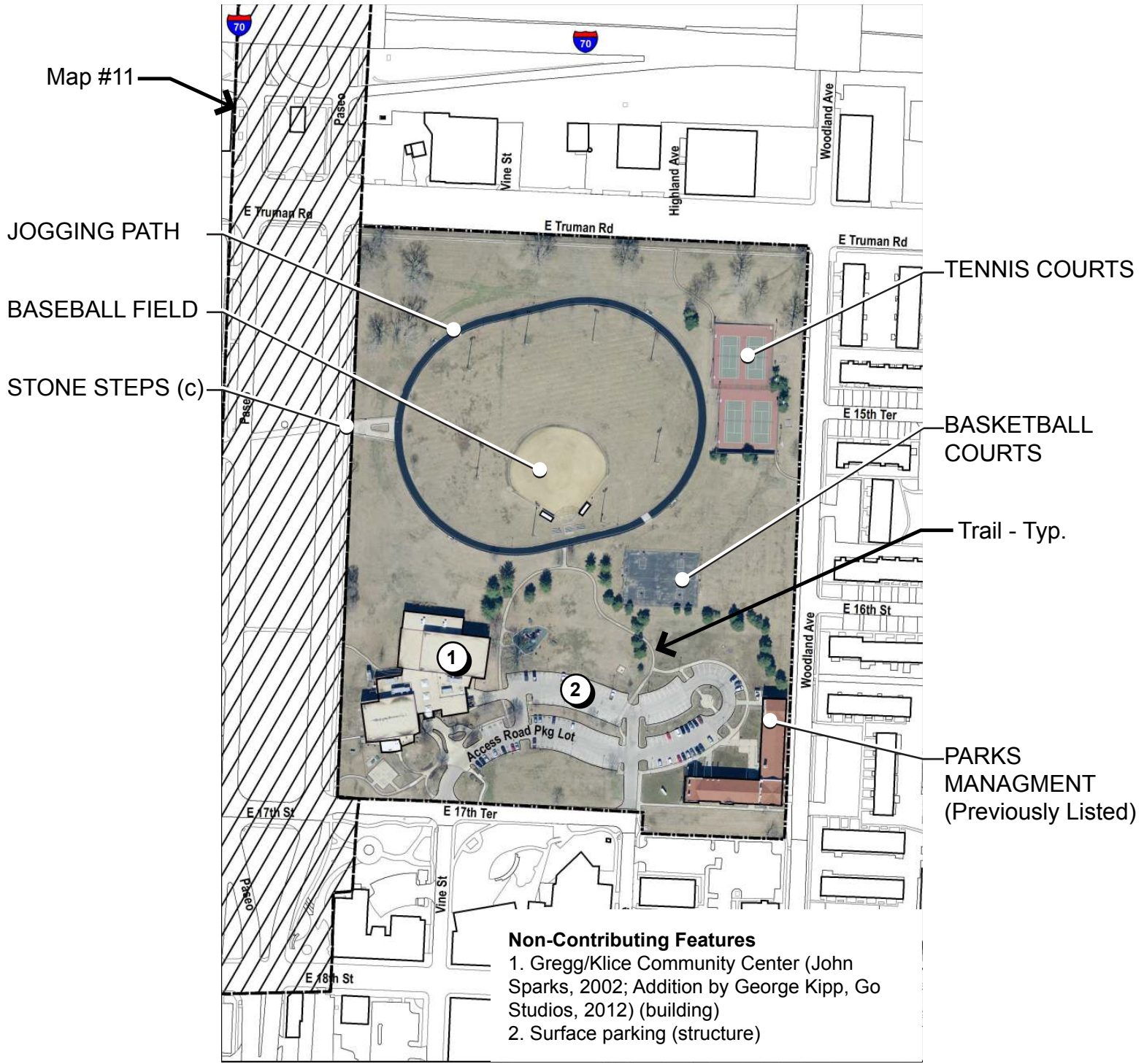
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

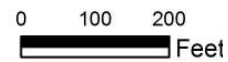
Section number MAPS Map 8 of 38

THE PARADE



Legend

- Boundary Line
- 7777 Adjoining District Property



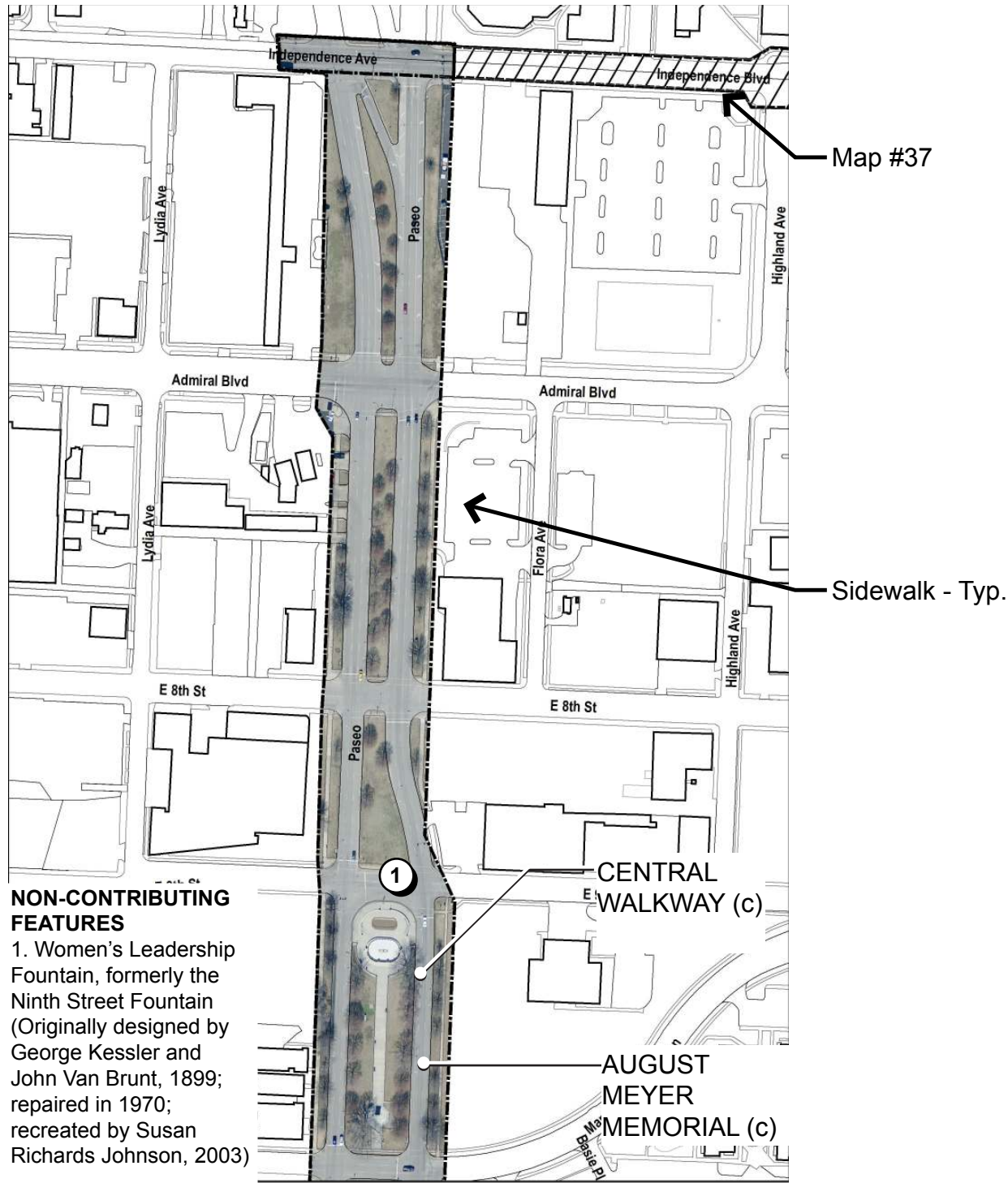
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 9 of 38

THE PASEO - Independence Blvd. to E. 10th St.



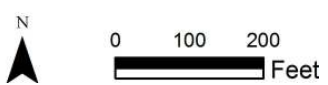
NON-CONTRIBUTING FEATURES

1. Women's Leadership Fountain, formerly the Ninth Street Fountain (Originally designed by George Kessler and John Van Brunt, 1899; repaired in 1970; recreated by Susan Richards Johnson, 2003)

Legend

--- Boundary Line

--- Adjoining District Property



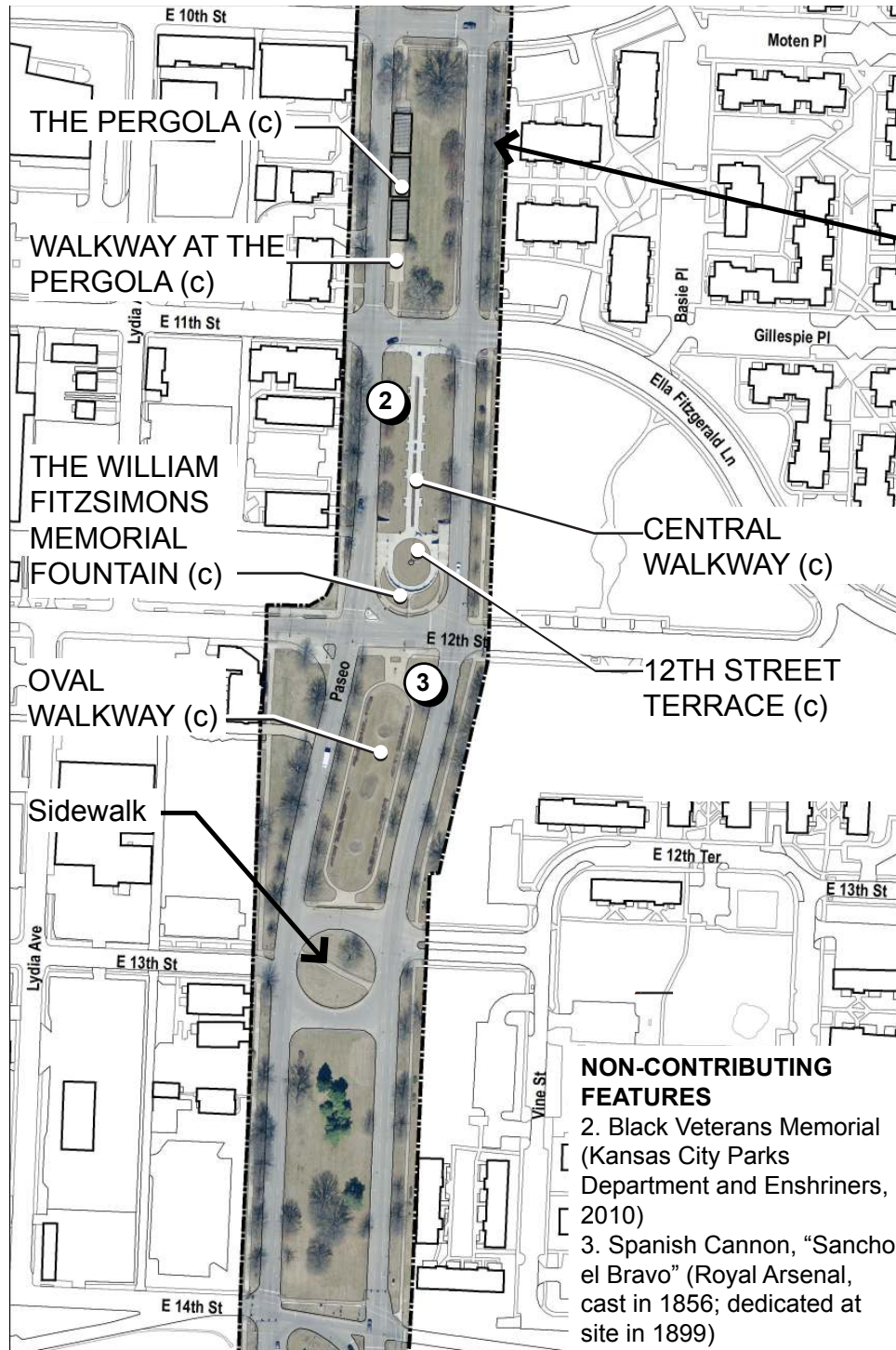
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 10 of 38

THE PASEO - E. 10th St. to I-70

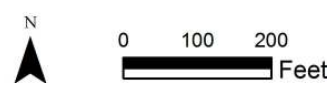


NON-CONTRIBUTING FEATURES

- 2. Black Veterans Memorial (Kansas City Parks Department and Enshriners, 2010)
- 3. Spanish Cannon, "Sancho el Bravo" (Royal Arsenal, cast in 1856; dedicated at site in 1899)

Legend

- Boundary Line
- Adjoining District Property



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
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Section number MAPS Map 11 of 38

THE PASEO - I-70 to E. 18th St.

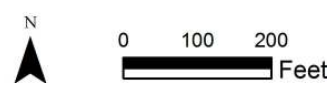


NON-CONTRIBUTING FEATURES

- 4. Pergola at Truman Road (BNIM, 1995)
- 5. John Williams Memorial (Tom Corbin, 1991)
- 6. Salvatore Grisafe Memorial (Jac T. Bowen, 1968)
- 7. Walkway at E. 16th Street

Legend

- Boundary Line
- 777 Adjoining District Property



United States Department of the Interior
National Park Service

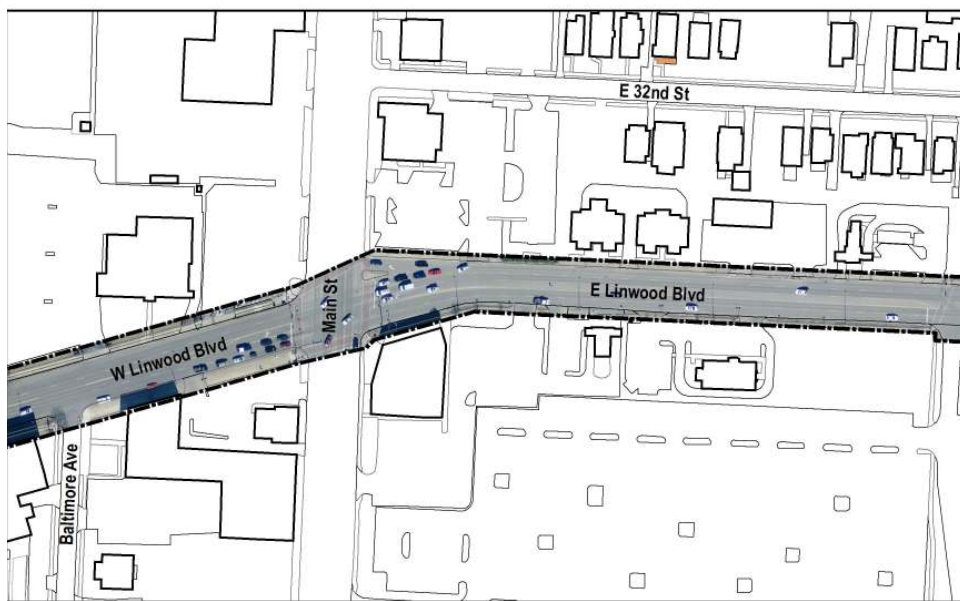
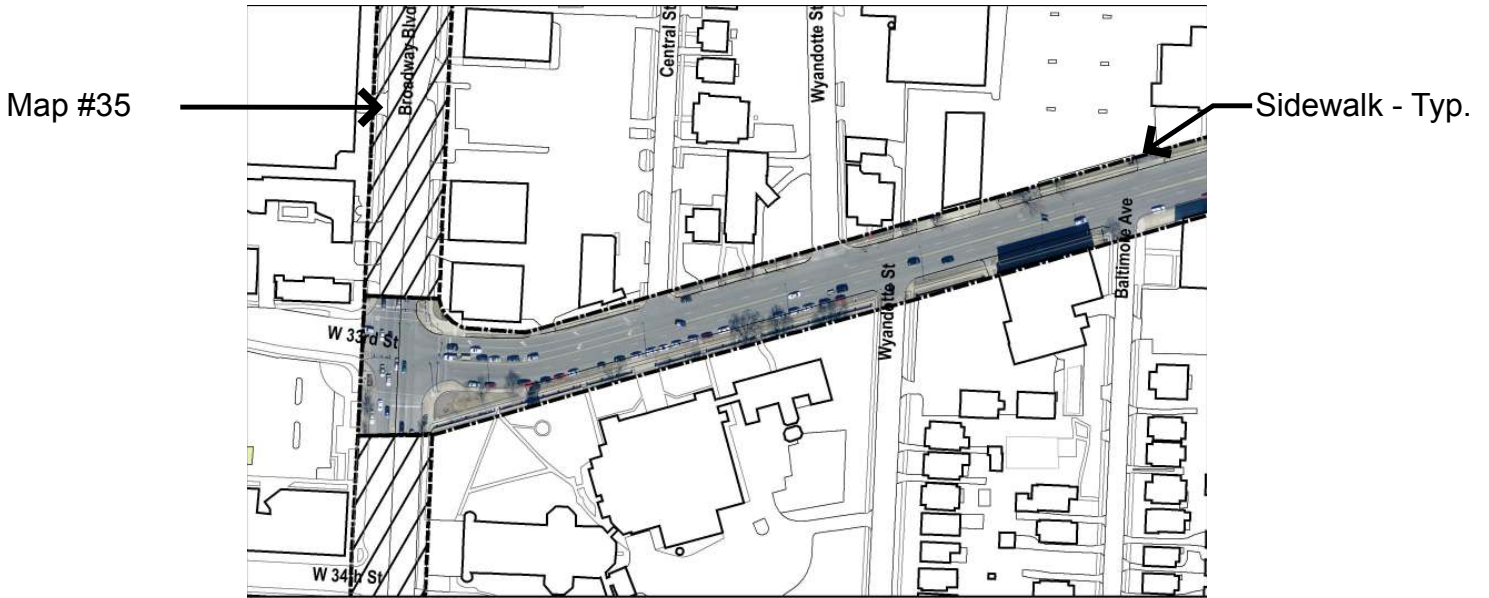
National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 12 of 38

LINWOOD BLVD. - Broadway Blvd. to Grand Ave.

Note: Maps read left to right



Legend

- Boundary Line
- 777 Adjoining District Property



0 100 200
Feet

United States Department of the Interior
National Park Service

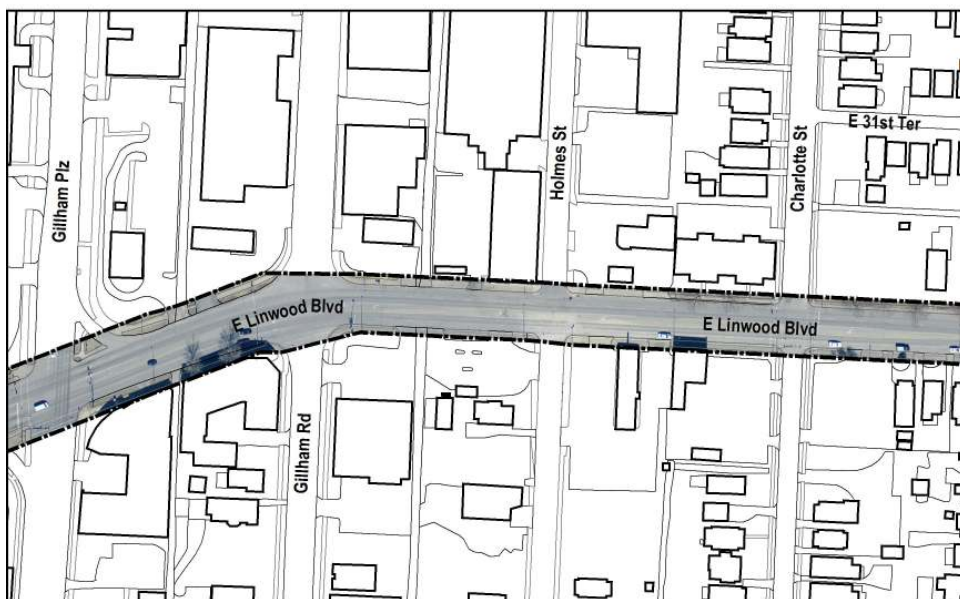
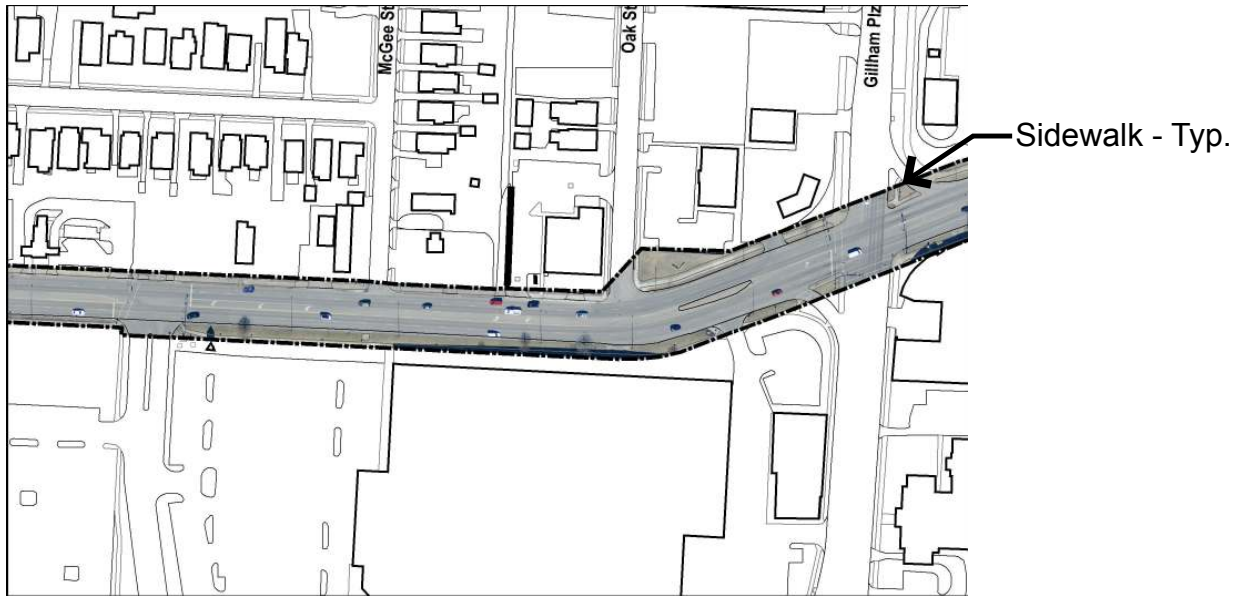
National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 13 of 38

LINWOOD BLVD. - Grand Ave. to Charlotte St.

Note: Maps read left to right



Legend

- Boundary Line
- 777 Adjoining District Property



0 100 200
Feet

United States Department of the Interior
National Park Service

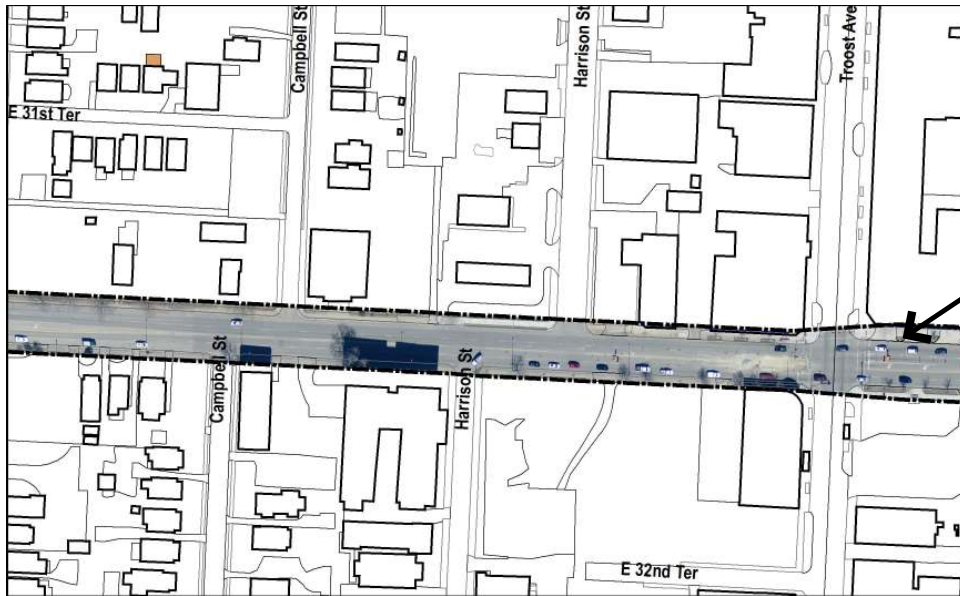
National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

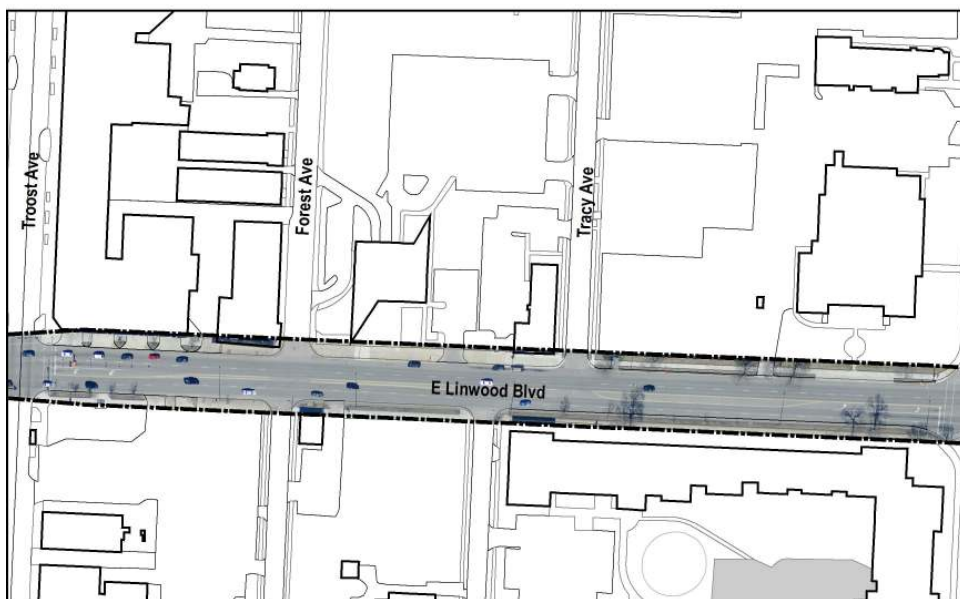
Section number MAPS Map 14 of 38

LINWOOD BLVD. - Charlotte St. to The Paseo

Note: Maps read left to right



Sidewalk - Typ.



Legend

- Boundary Line
- 7777 Adjoining District Property



0 100 200
Feet

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 15 of 38

LINWOOD BLVD. - The Paseo to MO RTE 71

Note: Maps read left to right

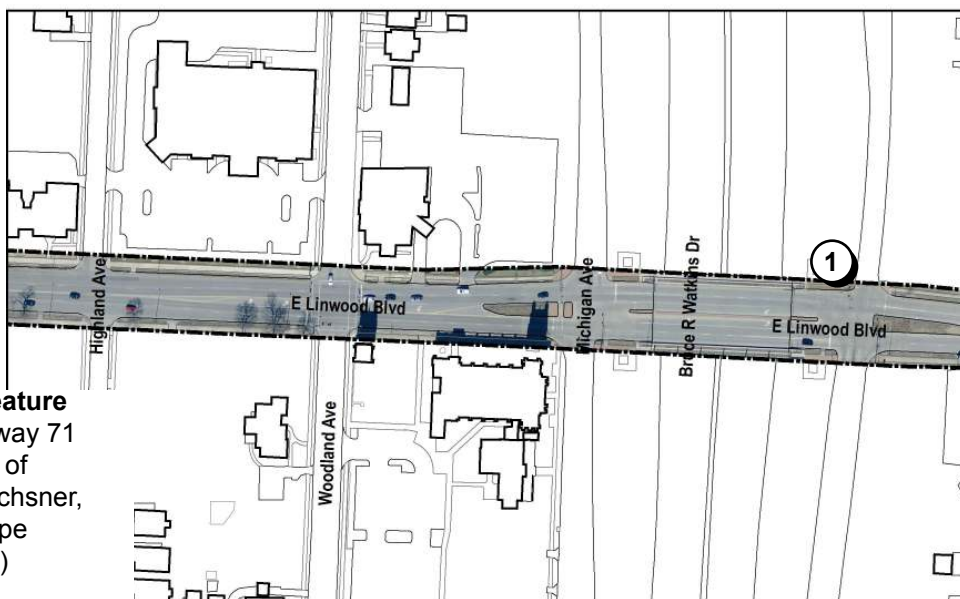
TRAFFIC SIGNAL (c)



Sidewalk - Typ.

Non-Contributing Feature

1. Bridge at MO Highway 71
(Missouri Department of Transportation with Ochsner, Hare & Hare, landscape architects, 2001-2002)
(structure)



Legend

--- Boundary Line
7777 Adjoining District Property



0 100 200
Feet

United States Department of the Interior
National Park Service

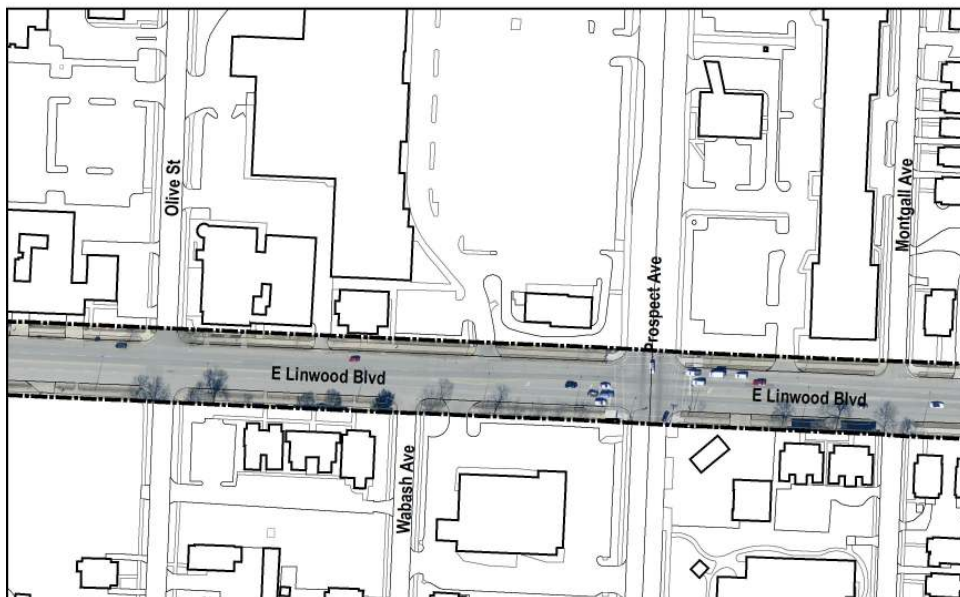
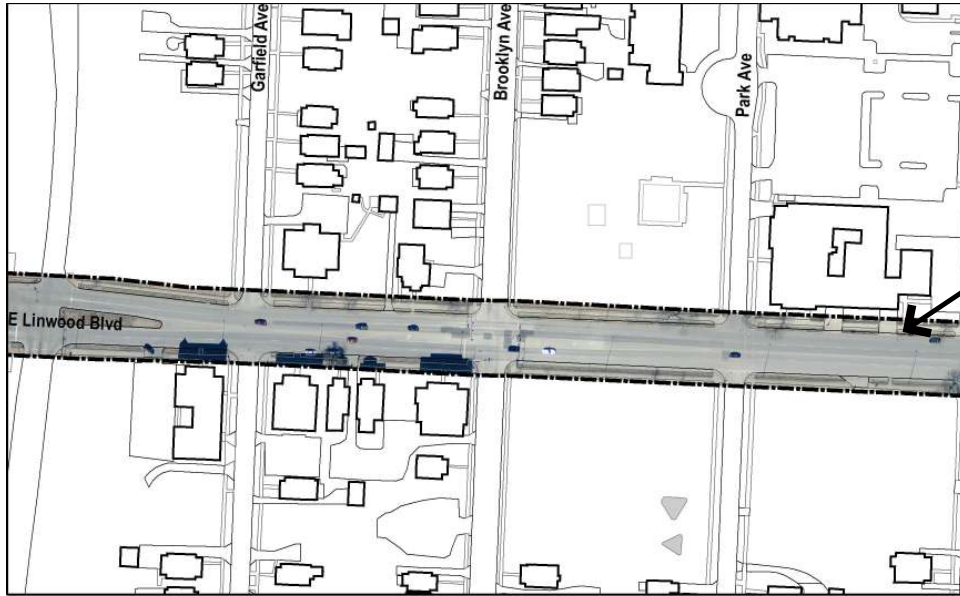
National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 16 of 38

LINWOOD BLVD. - MO RTE 71 to Montgall Ave.

Note: Maps read left to right



Legend

- Boundary Line
- 7777 Adjoining District Property



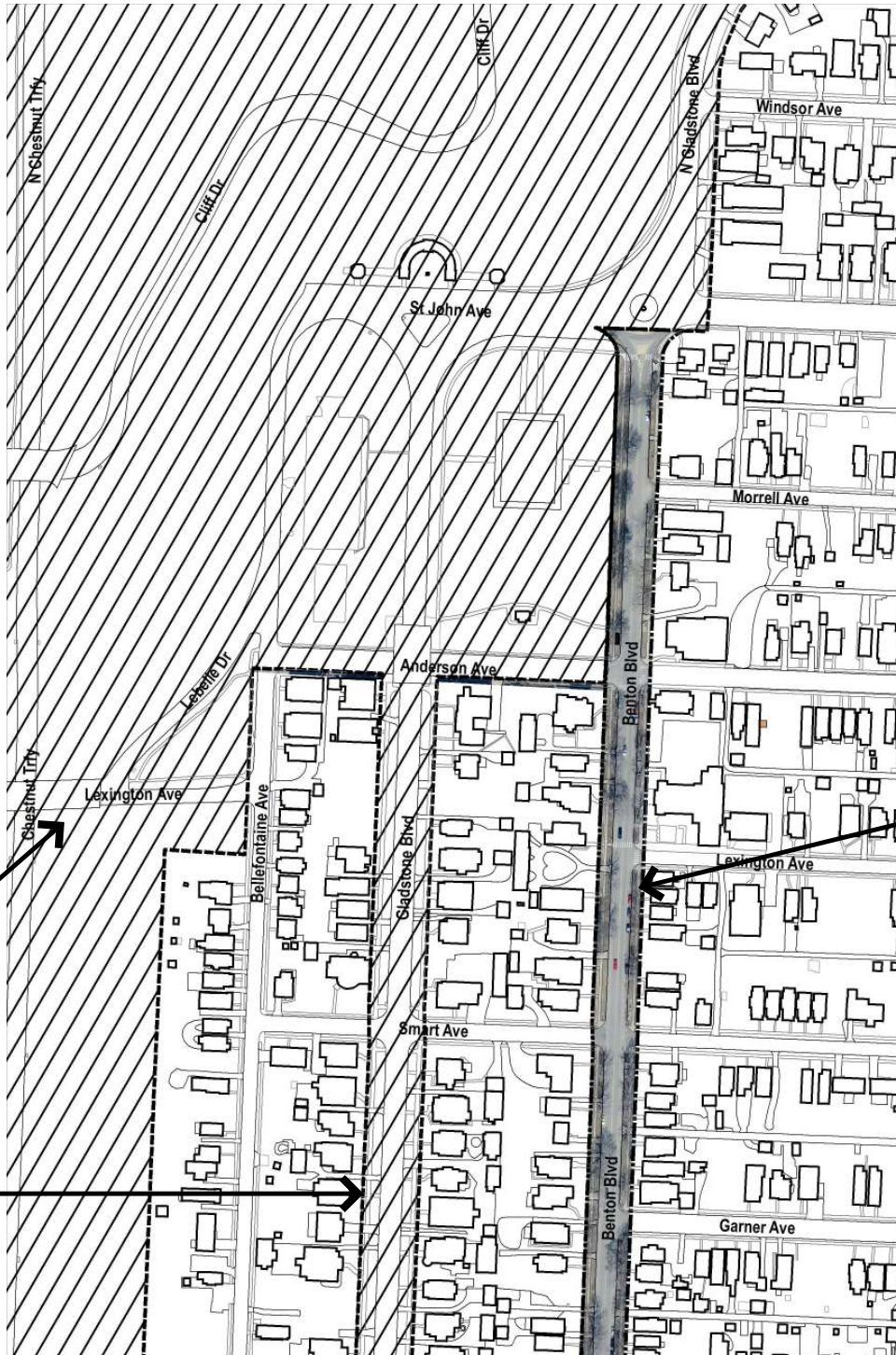
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 18 of 38

BENTON BLVD. - Gladstone Blvd. to Garner Ave.



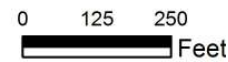
Map #3

Map #27

Sidewalk - Typ.

Legend

- Boundary Line
- 7777 Adjoining District Property



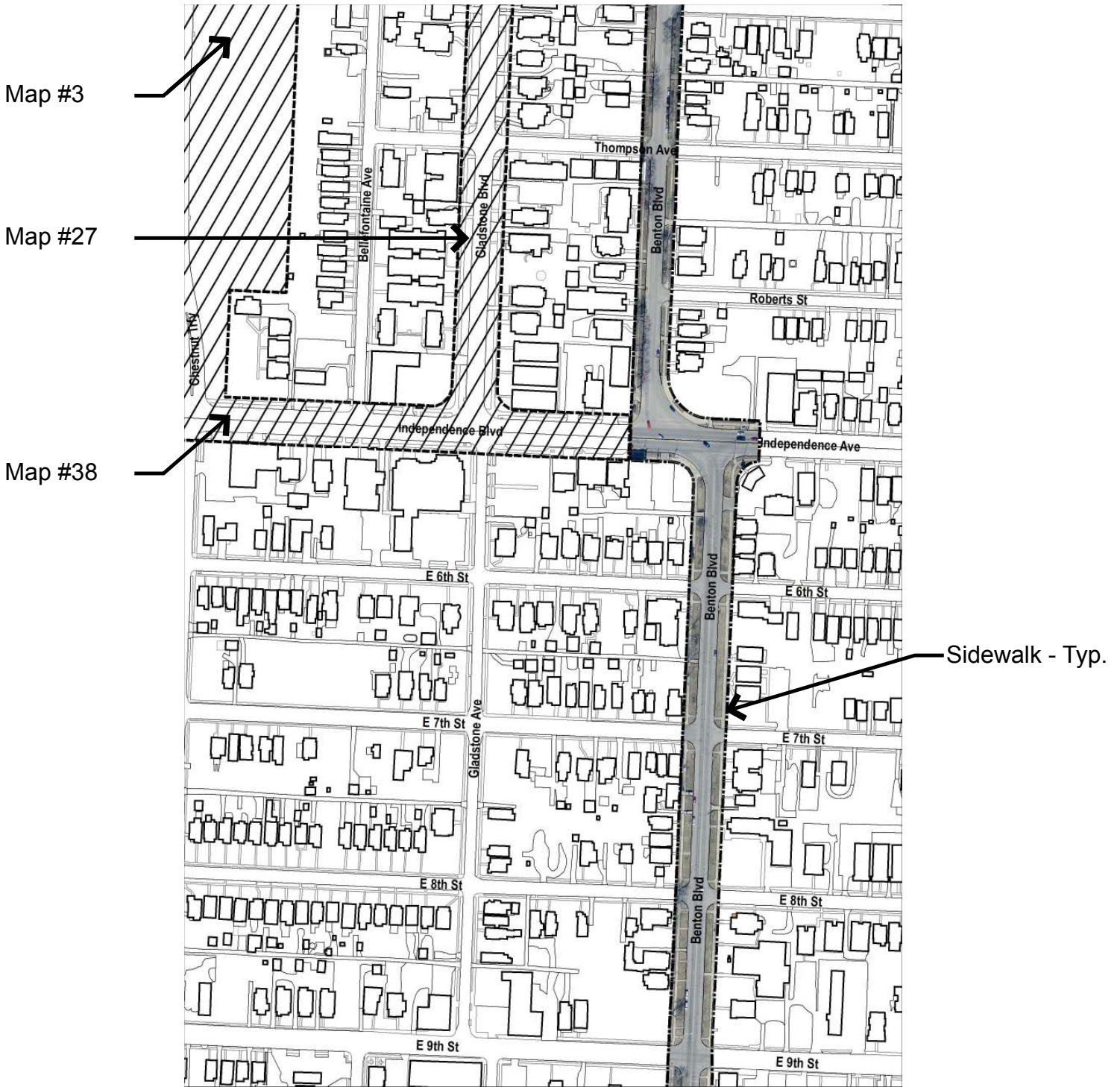
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 19 of 38

BENTON BLVD. - Garner Ave. to E. 9th St.



Map #3

Map #27

Map #38

Legend

- Boundary Line
- //// Adjoining District Property



United States Department of the Interior
National Park Service

National Register of Historic Places
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The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
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Section number MAPS Map 20 of 38

BENTON BLVD. - E. 9th St. to I-70



Sidewalk - Typ.

Legend

- Boundary Line
- 7777 Adjoining District Property



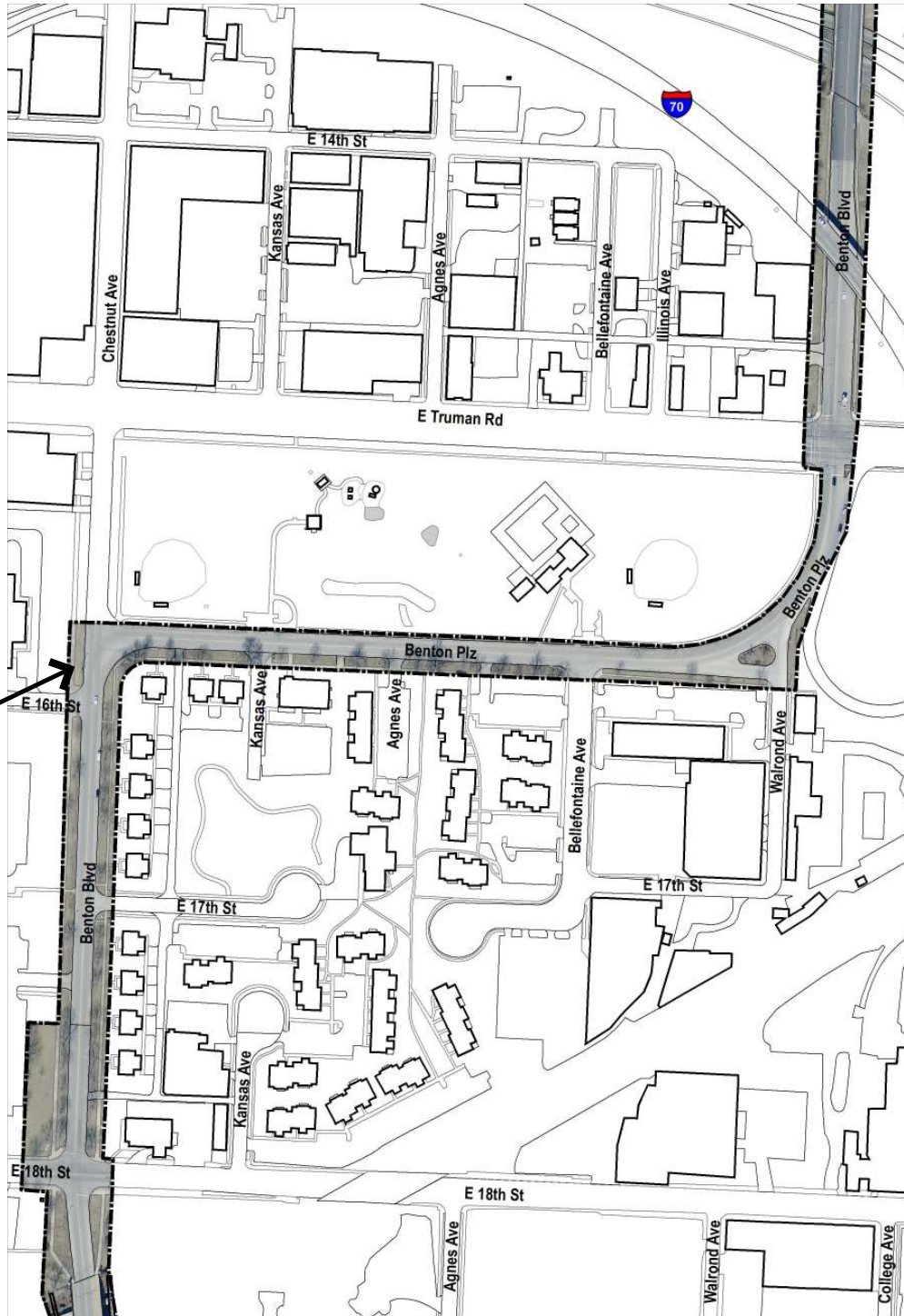
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 21 of 38

BENTON BLVD. - I-70 to E. 18th St.



Sidewalk - Typ. →

Legend

- Boundary Line
- 77777 Adjoining District Property



0 125 250
Feet

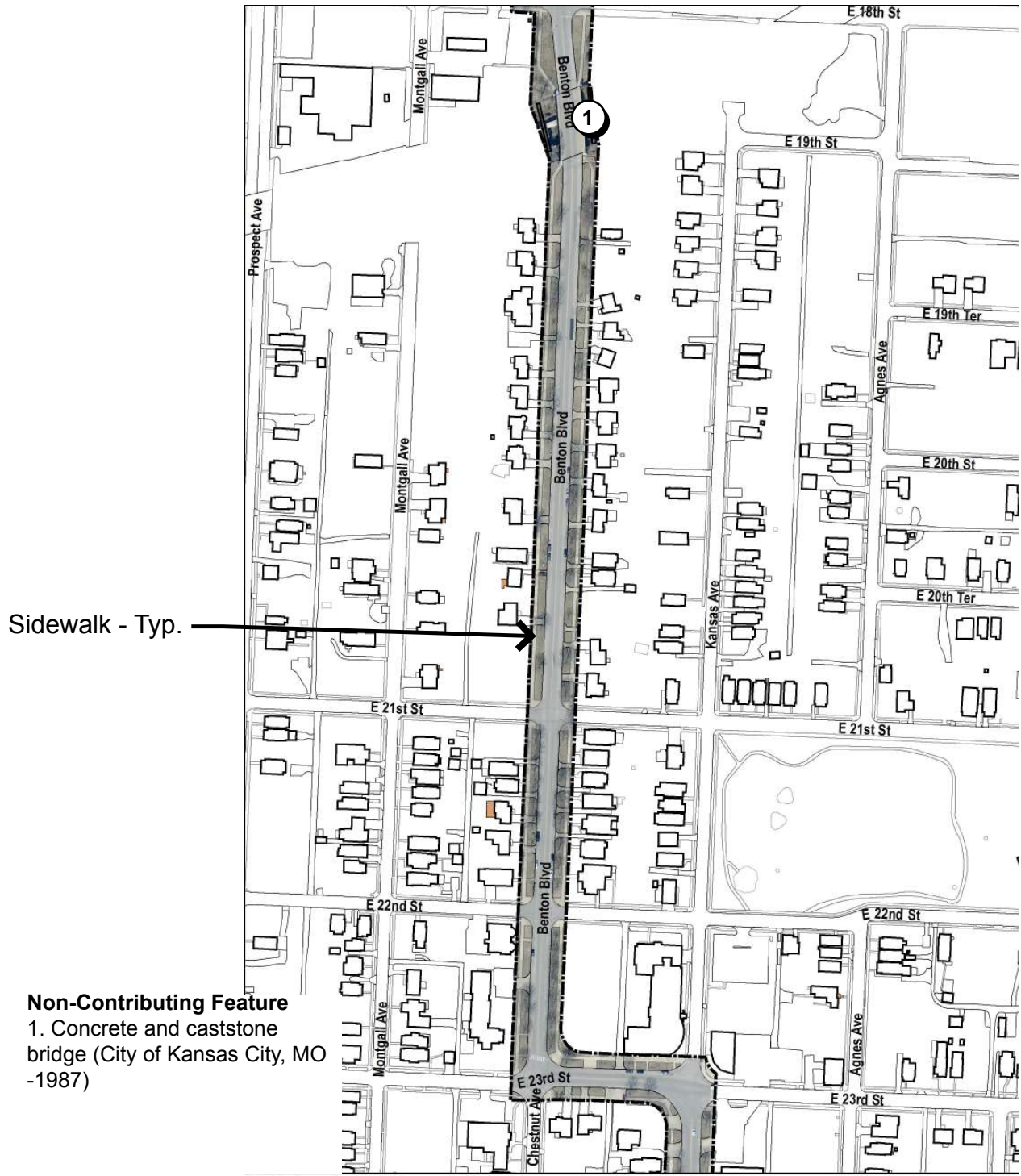
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

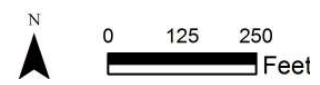
Section number MAPS Map 22 of 38

BENTON BLVD. - E. 18th St. to E. 23rd St.



Non-Contributing Feature
1. Concrete and caststone bridge (City of Kansas City, MO -1987)

Legend
 - - - - - Boundary Line
 7777 Adjoining District Property



United States Department of the Interior
National Park Service

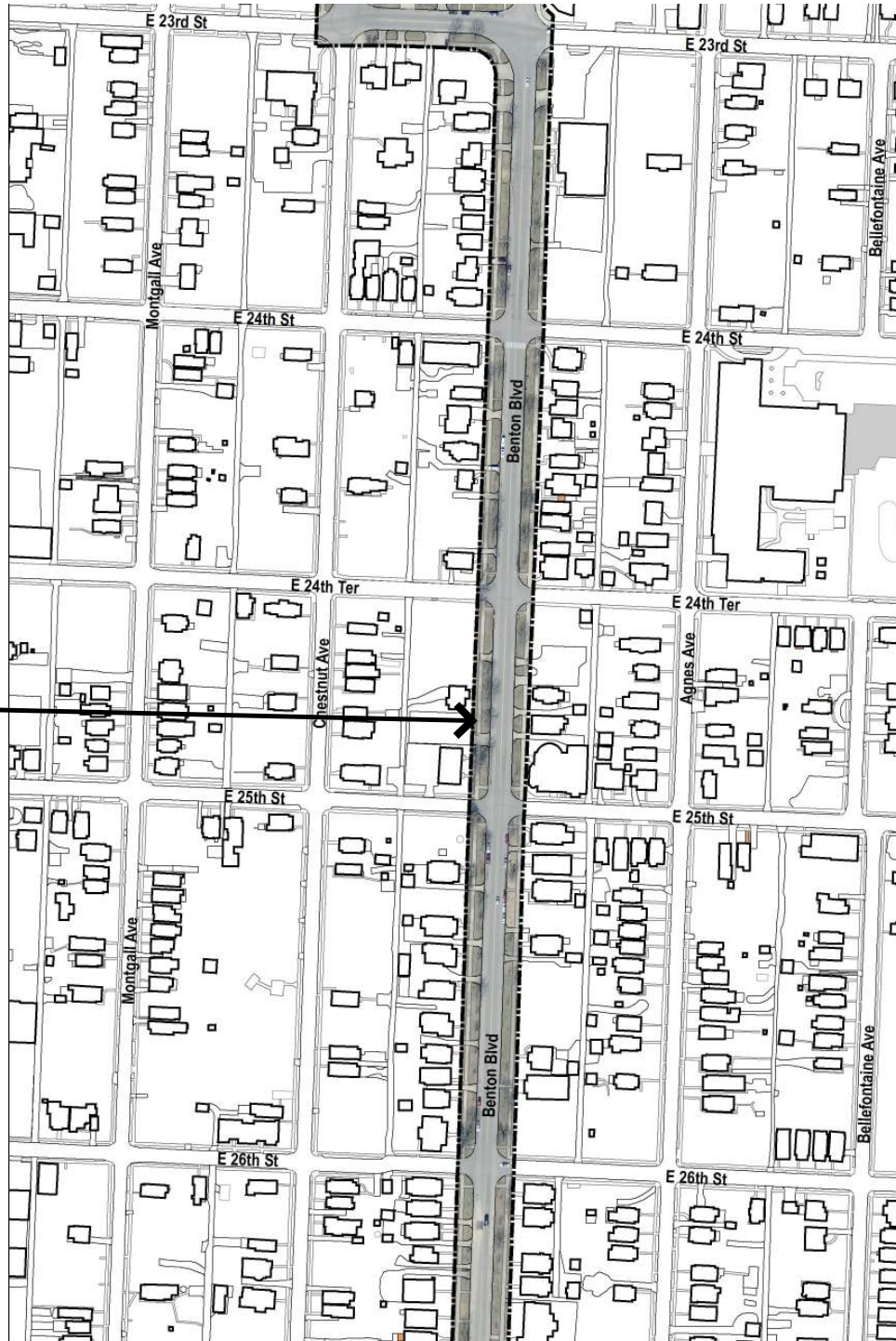
National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 23 of 38

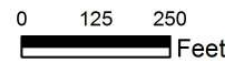
BENTON BLVD. - E. 23rd St. to E. 26th St.

Sidewalk - Typ.



Legend

- Boundary Line
- TTTT Adjoining District Property



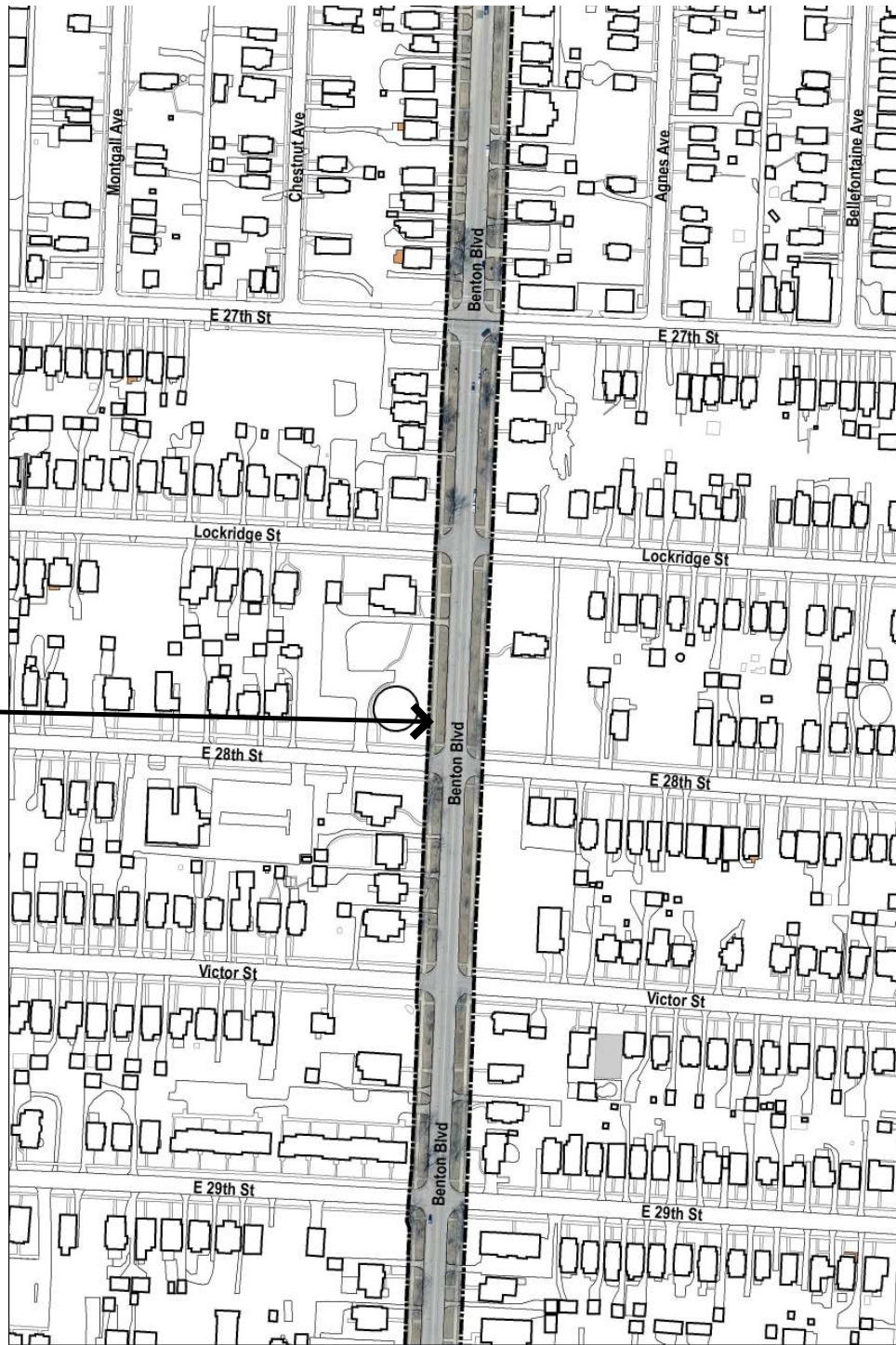
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 24 of 38

BENTON BLVD. - E. 26th St. to E. 29th St.



Sidewalk - Typ. →

- Legend**
- Boundary Line
 - 7777 Adjoining District Property



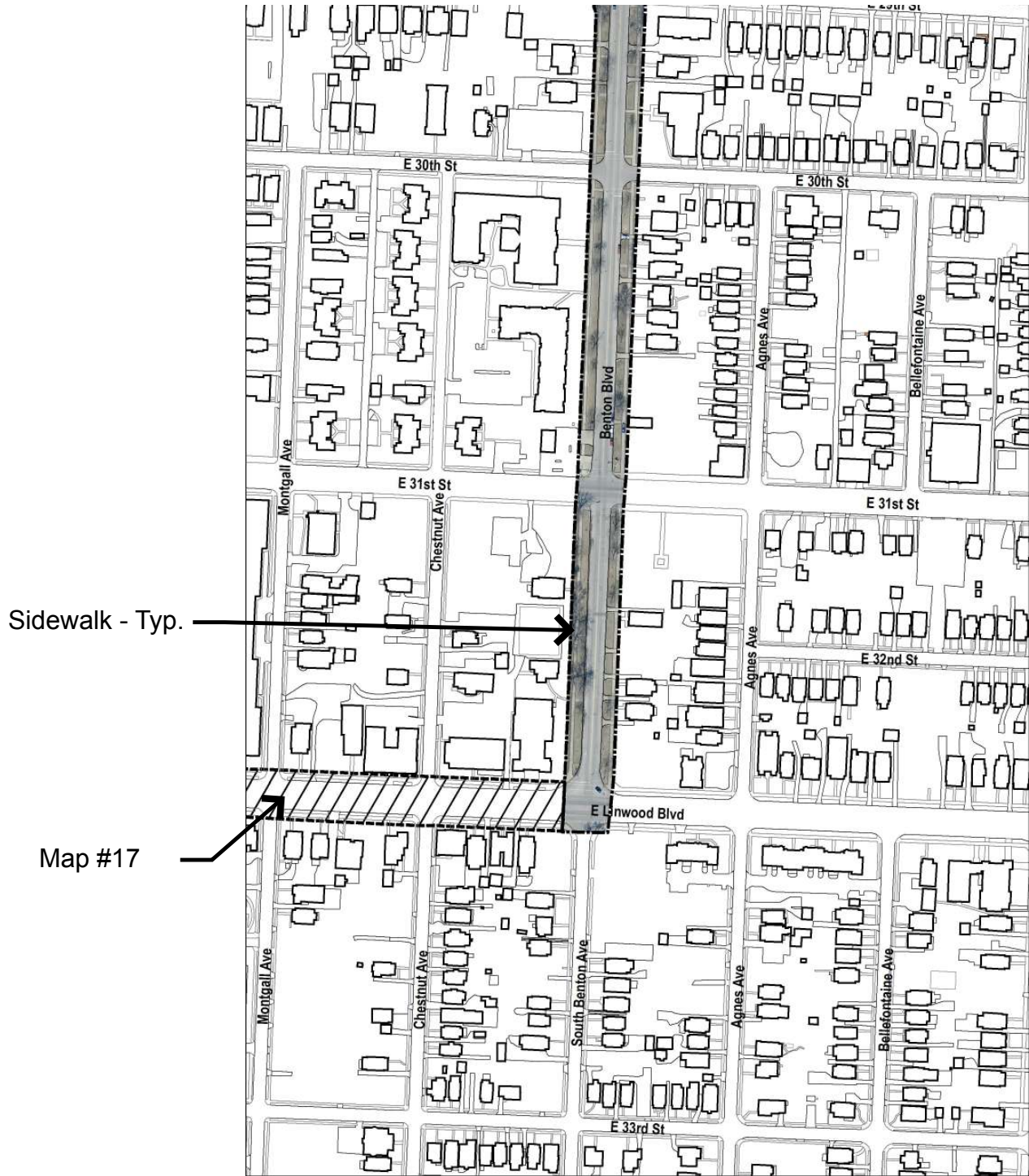
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

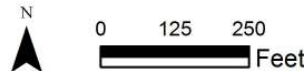
Section number MAPS Map 25 of 38

BENTON BLVD. - E. 29th St. to Linwood Blvd.



Legend

- Boundary Line
- //// Adjoining District Property



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 26 of 38

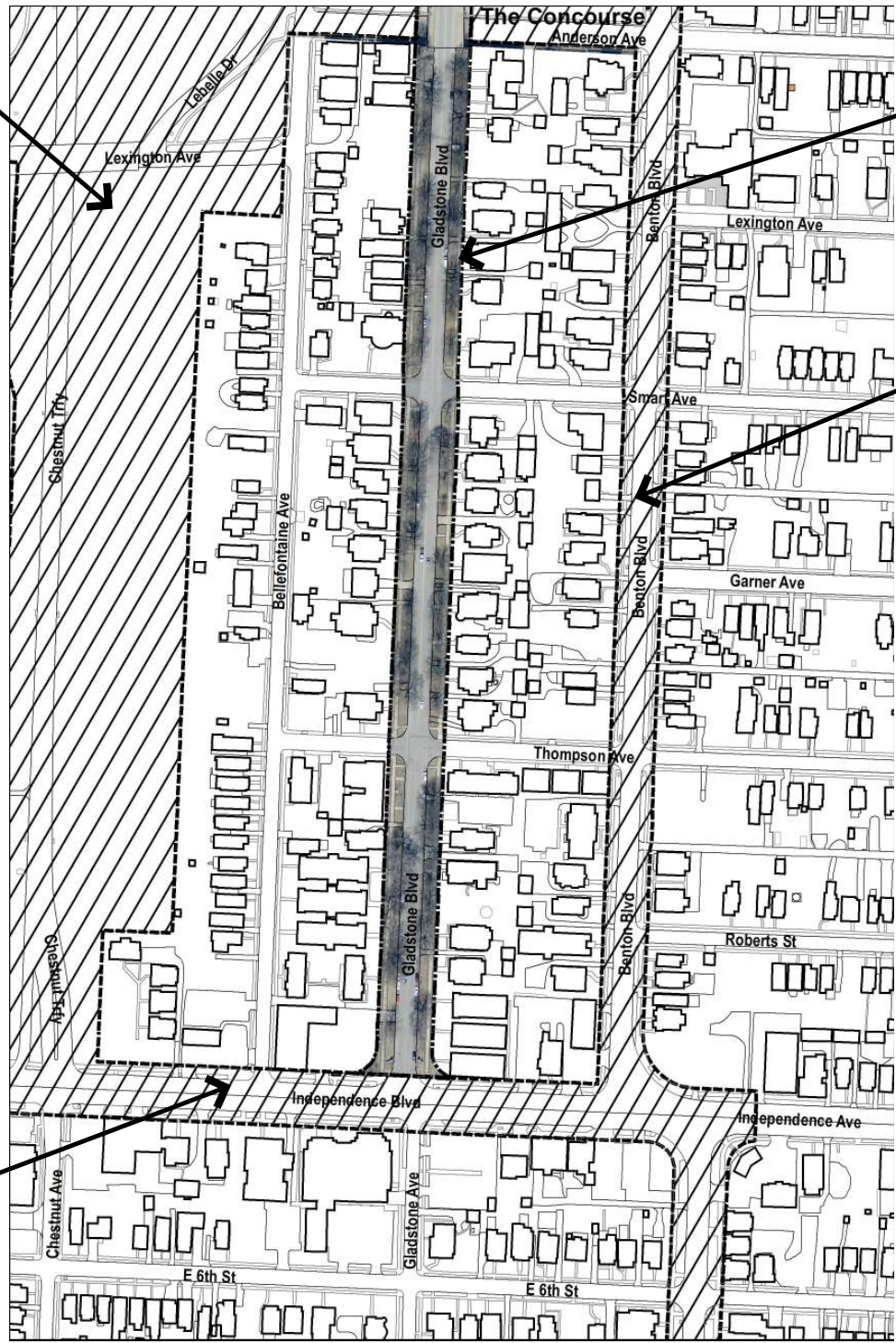
GLADSTONE BLVD. - Independence Blvd. to Anderson Ave.

Map #3

Sidewalk - Typ.

Maps #18&19

Map #38



Legend

- Boundary Line
- TTTTT Adjoining District Property



United States Department of the Interior
National Park Service

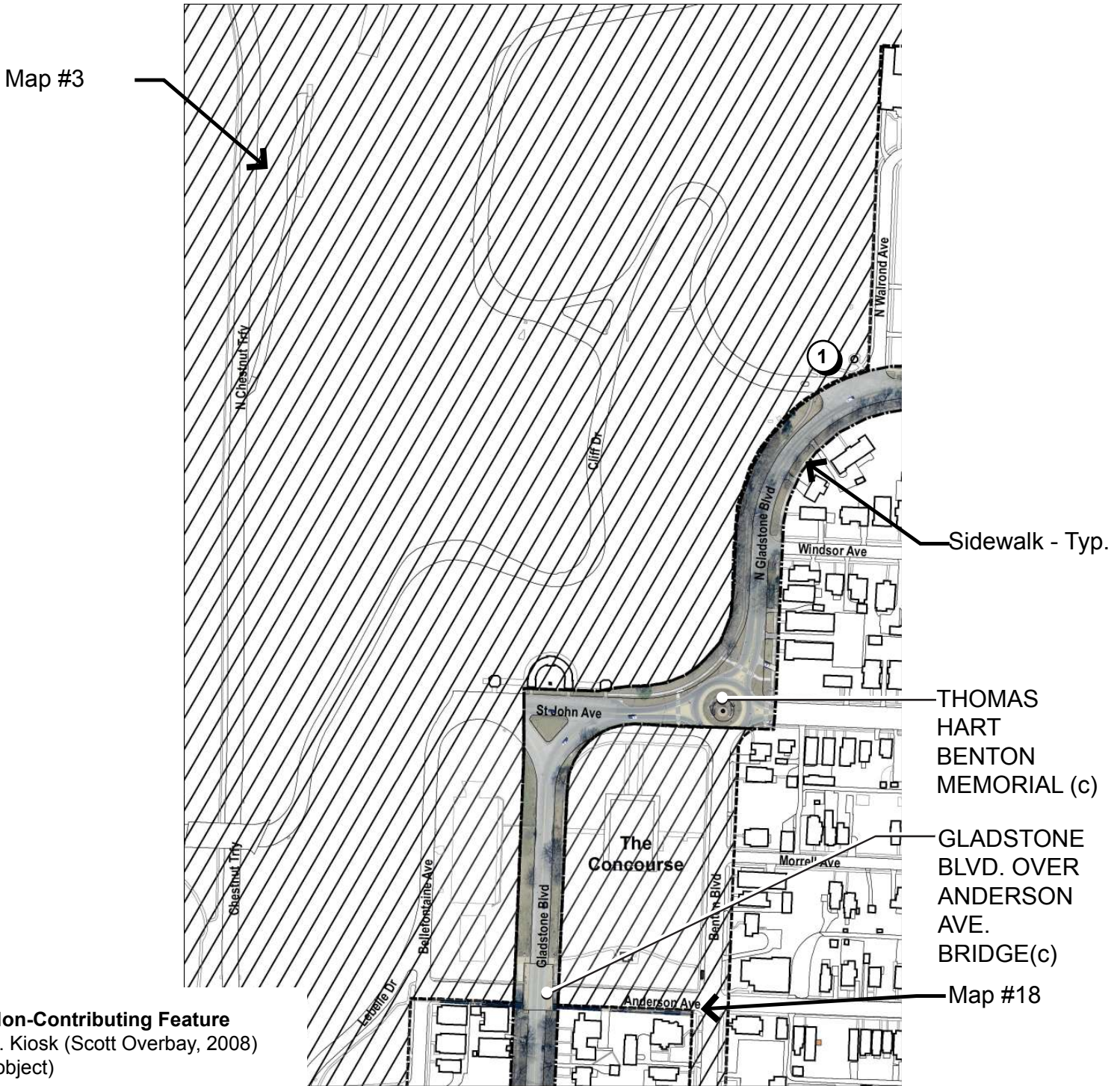
National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 27 of 38

GLADSTONE BLVD. - Anderson Ave. to N. Walrond Ave.

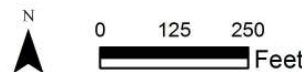
Note: Maps read left to right



Non-Contributing Feature
1. Kiosk (Scott Overbay, 2008)
(object)

Legend

- Boundary Line
- //// Adjoining District Property



United States Department of the Interior
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The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
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Name of multiple listing (if applicable)

Section number MAPS Map 28 of 38

GLADSTONE BLVD. - N. Walrond Ave. to Sunrise Dr.

Note: Maps read left to right

Map #4



Sidewalk - Typ.

Map #4



Legend

- Boundary Line
- //// Adjoining District Property



United States Department of the Interior
National Park Service

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 29 of 38

GLADSTONE BLVD. - Sunrise Dr. to N. Lawn Ave.

Note: Maps read left to right

Map #4



Map #4



Legend

- Boundary Line
- //// Adjoining District Property



0 125 250

 Feet

United States Department of the Interior
National Park Service

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The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
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Section number MAPS Map 30 of 38

GLADSTONE BLVD. - N. Lawn Ave. to N. Drury Ave.

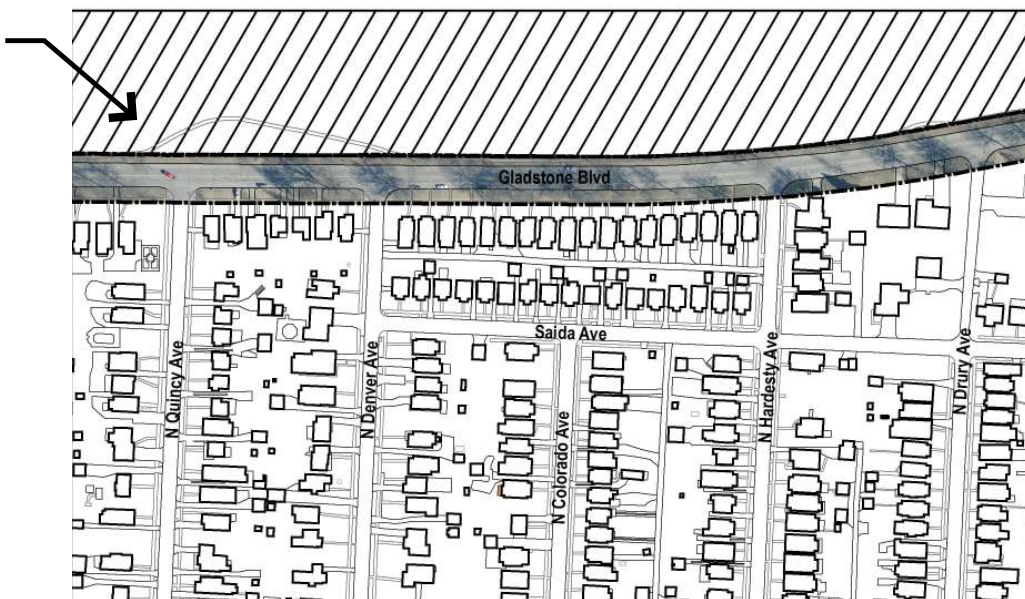
Note: Maps read left to right

Map #5



Sidewalk - Typ.

Map #5



Legend

- Boundary Line
- 7777 Adjoining District Property



0 125 250
Feet

United States Department of the Interior
National Park Service

National Register of Historic Places
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The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 31 of 38

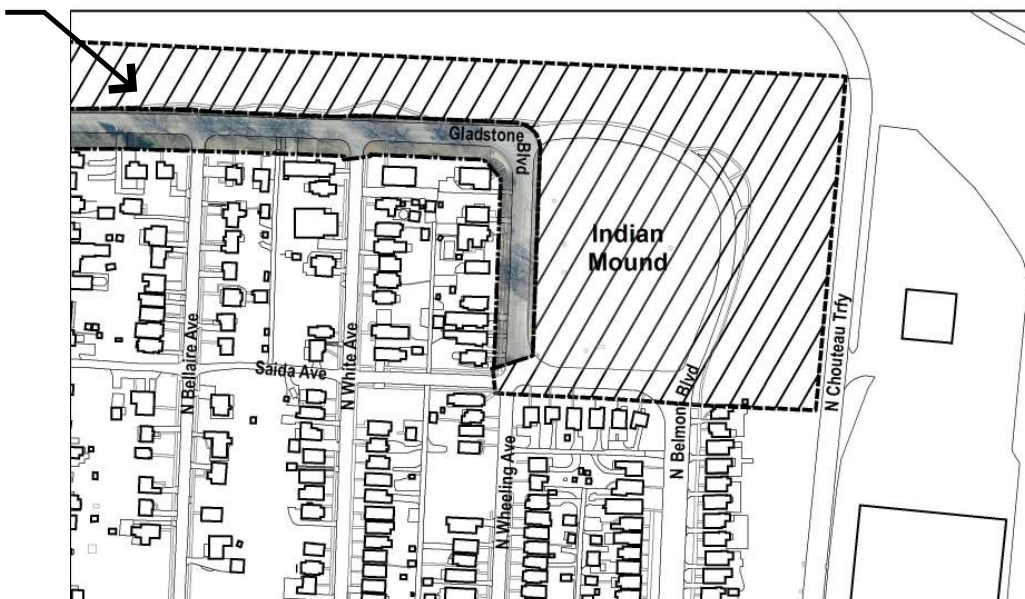
GLADSTONE BLVD. - N. Drury Ave. to Saida Ave.

Note: Maps read left to right

Map #5



Map #5



Legend

- Boundary Line
- 7777 Adjoining District Property



0 125 250
Feet

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 32 of 38

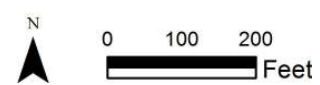
ARMOUR BLVD. - Broadway Blvd. To Warwick Blvd.

Note: Maps read left to right



Legend

- Boundary Line
- 777 Adjoining District Property



United States Department of the Interior
National Park Service

National Register of Historic Places
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The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 33 of 38

ARMOUR BLVD. - Warwick Blvd. to Charlotte St.

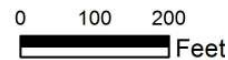


Sidewalk - Typ.



Legend

- Boundary Line
- 777 Adjoining District Property



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

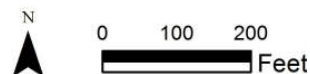
Section number MAPS Map 34 of 38

ARMOUR BLVD. - Charotte St. to The Paseo

Note: Maps read left to right



Legend
 - - - - - Boundary Line
 777 Adjoining District Property



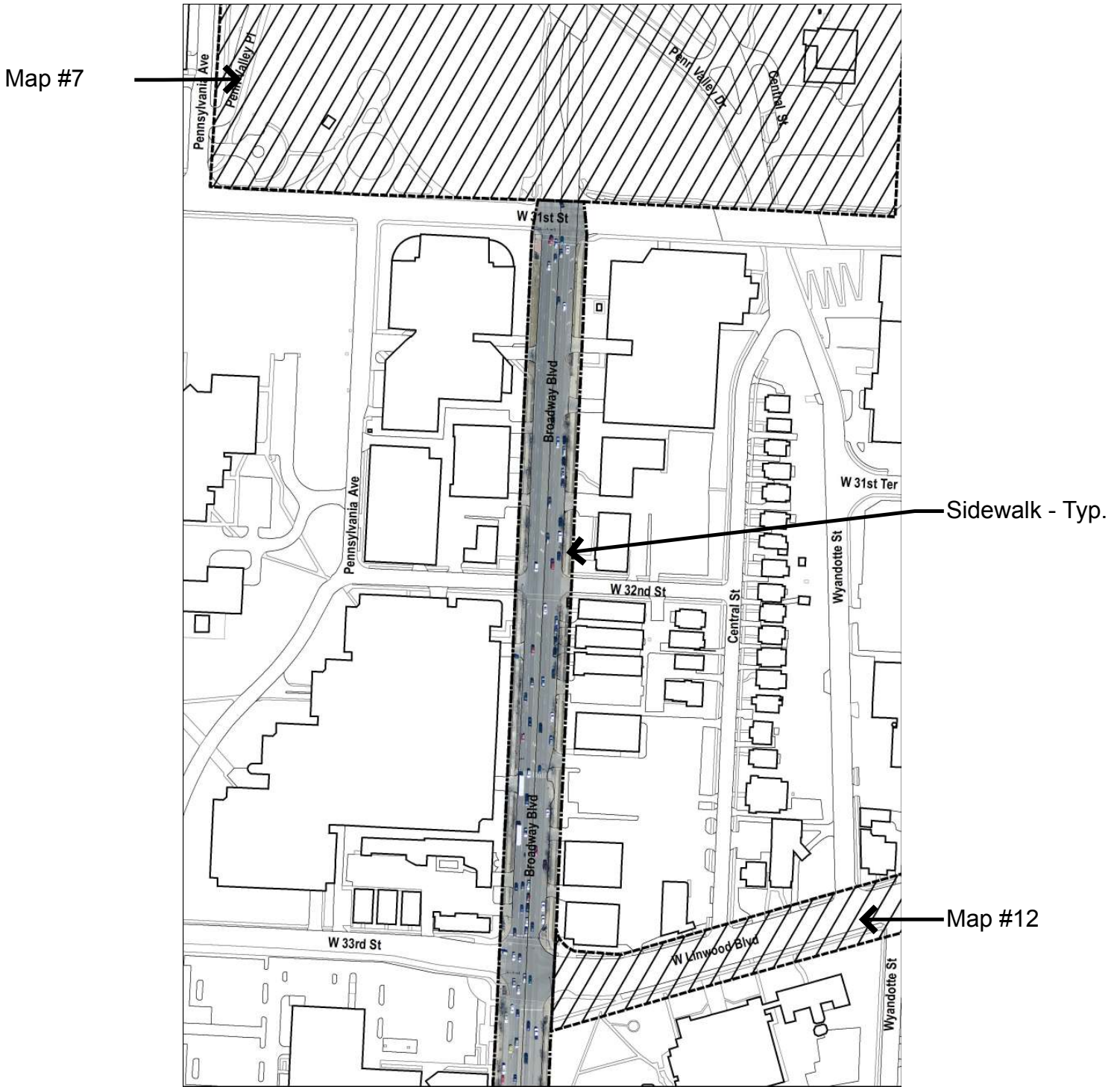
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

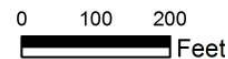
The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Map 35 of 38

BROADWAY BLVD. (n/c) - W. 31st. St. to W. Linwood Blvd.



- Legend**
- Boundary Line
 - /// Adjoining District Property



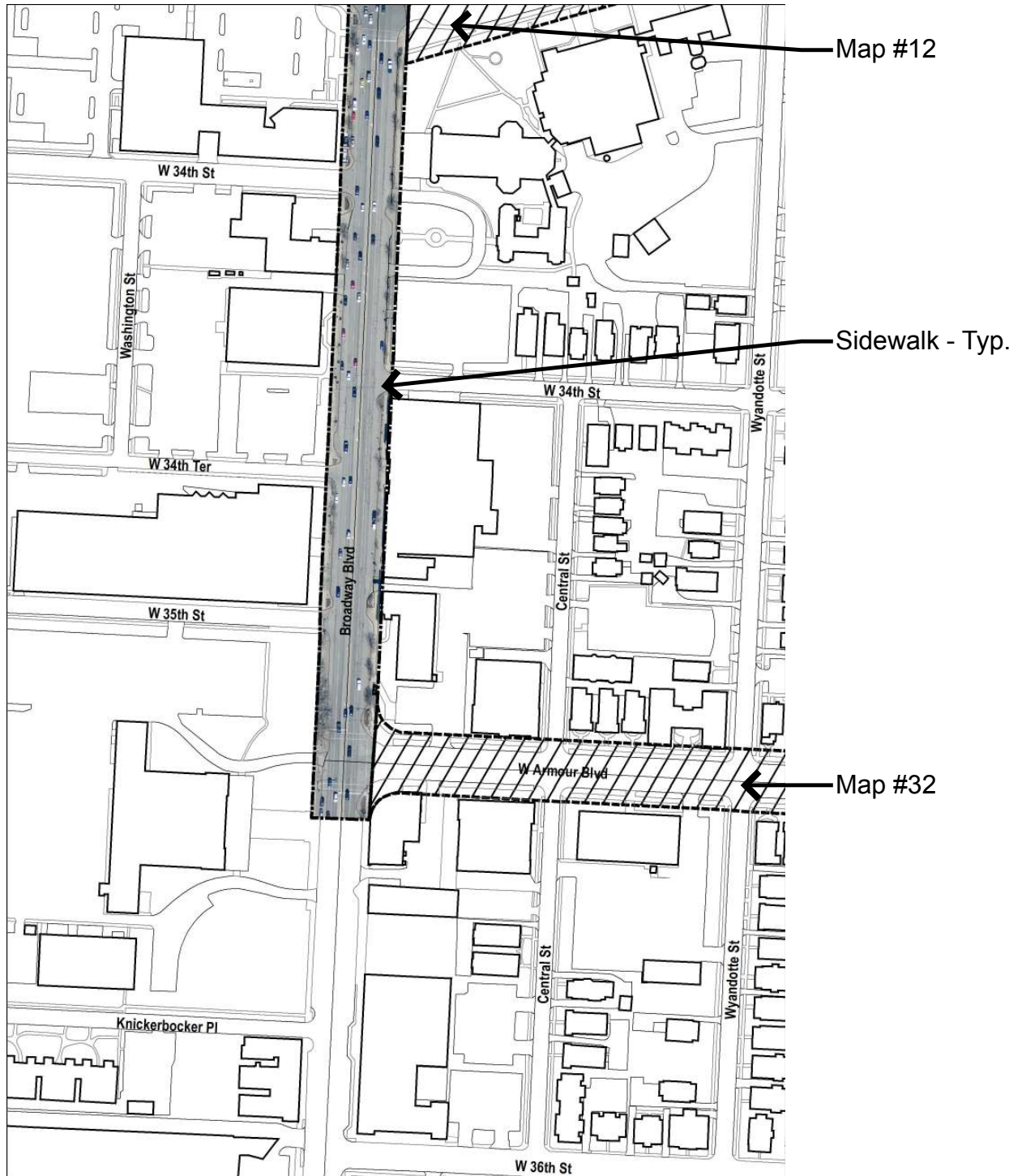
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

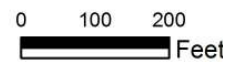
Section number MAPS Map 36 of 38

BROADWAY BLVD. (n/c) - W. Linwood Blvd. to W. Armour Blvd.



Legend

- Boundary Line
- //// Adjoining District Property



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

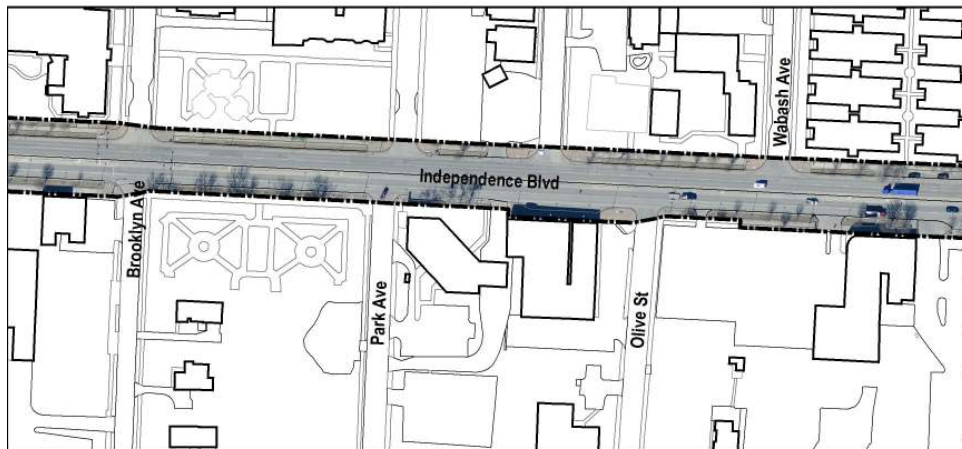
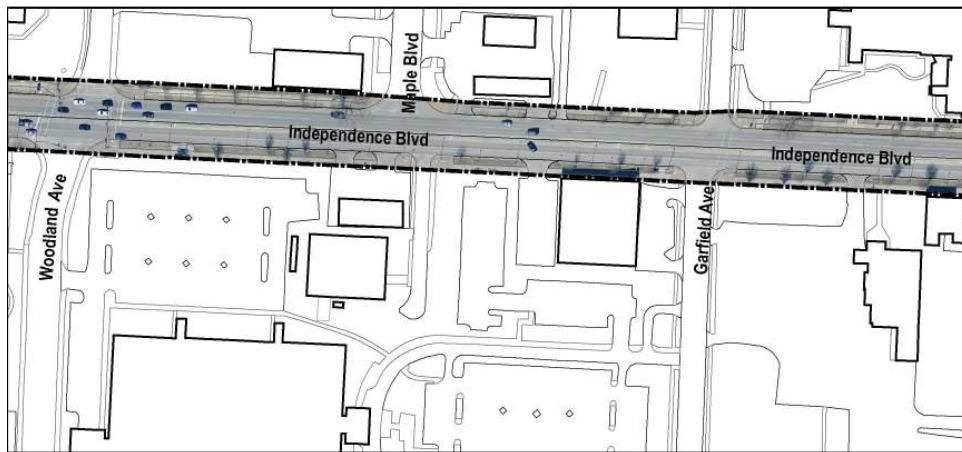
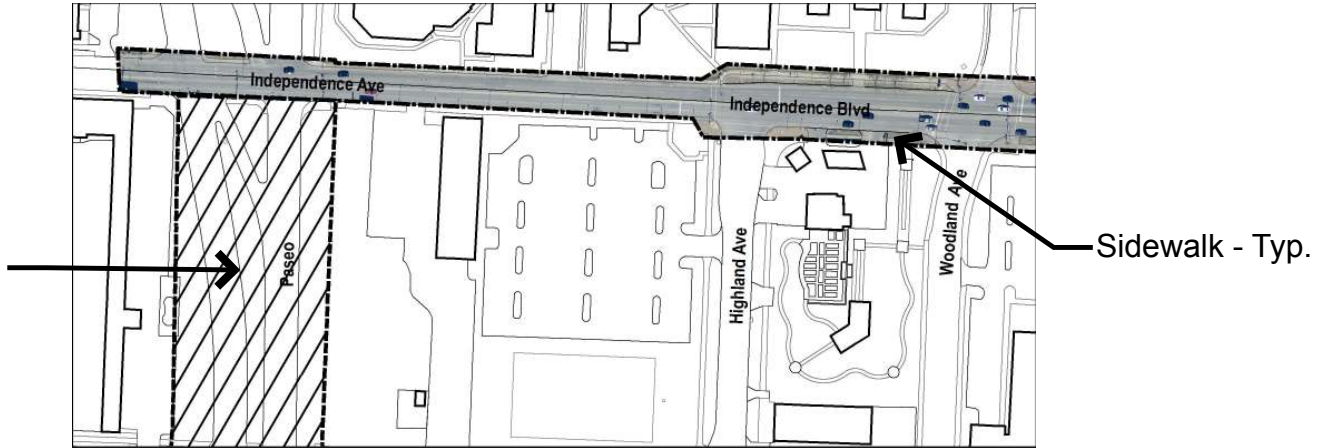
The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Page 37 of 38

INDEPENDENCE BLVD. - The Paseo to Wabash Ave.

Note: Maps read left to right

Map #9



Legend

--- Boundary Line

7777 Adjoining District Property



0 100 200
Feet

United States Department of the Interior
National Park Service

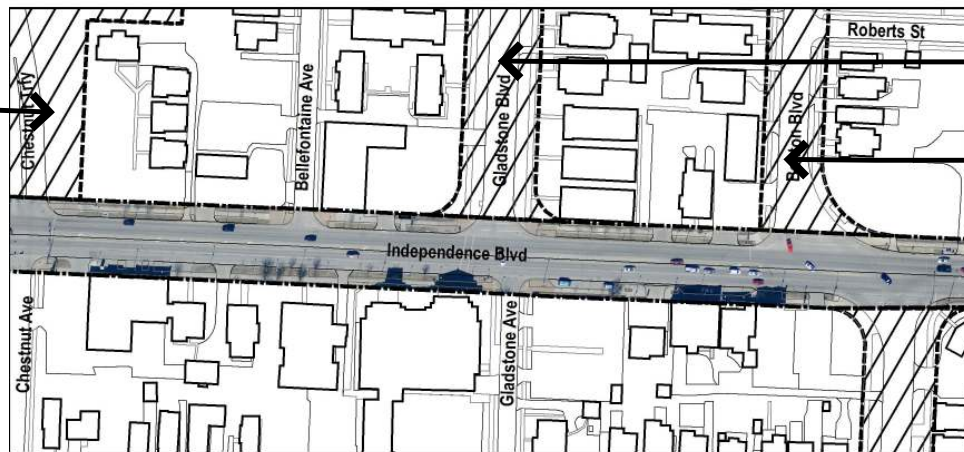
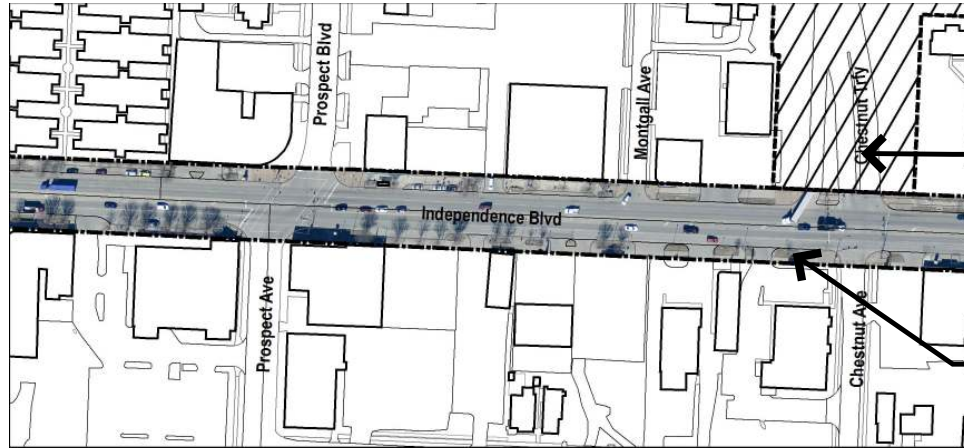
National Register of Historic Places
Continuation Sheet

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Section number MAPS Page 38 of 38

INDEPENDENCE BLVD. - Wabash Ave. to Benton Blvd.

Note: Maps read left to right



Legend

- Boundary Line
- 77777 Adjoining District Property













































JALTON WESLEY WILLIAMS
1944 - 1995
He was a member of the
Board of Directors of the
City of Dallas, Texas, and
the Dallas Area Rapid Transit
Authority. He was also a
member of the Dallas Area
Council on the Arts and the
Dallas Area Council on the
Environment.
He was a member of the
Dallas Area Council on the
Environment from 1984 to 1995.



















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National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: RESUBMISSION

PROPERTY Kansas City Parks and Boulevards Historic District
NAME:

MULTIPLE Kansas City System of Parks and Boulevards
NAME:

STATE & COUNTY: MISSOURI, Jackson

DATE RECEIVED: 6/24/16 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 8/09/16
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14000931


DETAILED EVALUATION:

ACCEPT RETURN REJECT _____ DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA A9C
REVIEWER Barbara Dwyer DISCIPLINE Historian
TELEPHONE 202-354-2252 DATE 8-9-16

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director

DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

June 16, 2014

Ms. Barbara Wyatt
National Park Service
National Register/NHL Programs
1201 Eye Street NW
Washington, DC 20005

Re: updated MPDF for Kansas City Parks and Boulevards

Dear Barbara,

Enclosed is a disc containing from the preparer containing the revised version of the Kansas City Parks and Blvds MPDF. If you have any questions, please do not hesitate to contact me.

Best,



Michelle Diedriech
Historic Survey and Registration Coordinator
State Historic Preservation Office
Missouri Department of Natural Resources
P.O. Box 176
Jefferson City, MO 65102
Phone: direct line (573) 526-1680, toll free [800-361-4827](tel:800-361-4827)
E-Mail: michelle.diedriech@dnr.mo.gov

Enclosures: As stated



Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director

DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

Memorandum



Date: September 29 , 2014

To: Keeper, National Register of Historic Places

From: Mark A. Miles, Deputy SHPO and Director, Missouri State Historic Preservation Office *MAM*

Subject: The Kansas City Parks and Boulevards HD, Kansas City, Jackson, Missouri, National Register Nomination, *The Kansas City System of Parks and Boulevards MPDF*

Our state review board, the Missouri Advisory Council on Historic Preservation, approved the above nomination on August 15, 2014. All owners and appropriate elected public officials were notified and provided at least thirty (30) days to comment on the above nomination in accordance with Section 36CFR60.6, interim regulations, using the exact notification format recommended by the National Register. **The enclosed disc contains the true and correct copy of the nomination for the Midtown Neighborhood Historic District to the National Register of Historic Places.**

Please find enclosed the following documentation:

- 1 CD with original National Register of Historic Places registration form, correspondence, and maps
- Multiple Property Documentation Form
- Photographs
- 1 CD with electronic images
- Original USGS map(s)
- 2 Piece(s) of correspondence (cover letter and signature page)
- Other: _____

Comments:

- Please ensure that this nomination is reviewed
- The enclosed owner objection(s) do _____ do not _____ constitute a majority of property owners.
- Other: _____

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

Historic name The Kansas City Parks and Boulevards Historic District

Other names/site number N/A

Name of related Multiple Property Listing The Kansas City System of Parks and Boulevards

2. Location

Street & number Various locations (see Section 7)

N/A	not for publication
-----	---------------------

City or town Kansas City

N/A	vicinity
-----	----------

State Missouri Code MO County Jackson Code 095 Zip code various

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this 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 meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria: A B C D

Mark A. Miles *Sept 29, 2014*
Signature of certifying official/Title Mark A. Miles, Deputy SHPO Date

Missouri Department of Natural Resources
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register determined eligible for the National Register
- determined not eligible for the National Register removed from the National Register
- other (explain:) _____

Signature of the Keeper _____ Date of Action _____

The Kansas City Parks and Boulevards Historic District

Jackson County, Missouri

Name of Property

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply.)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

Category of Property

(Check only **one** box.)

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	4	buildings
6	1	sites
20	4	structures
11	8	objects
38	17	Total

Number of contributing resources previously listed in the National Register

2

6. Function or Use

Historic Functions

(Enter categories from instructions.)

LANDSCAPE: Park

TRANSPORTATION: Road-related

RECREATION AND CULTURE: Outdoor recreation

LANDSCAPE: Natural Feature

TRANSPORTATION: Road related

TRANSPORATION: Pedestrian related

GOVERNMENT: Municipal Buildings

RECREATION AND CULTURE: Work of art

Current Functions

(Enter categories from instructions.)

LANDSCAPE: Park

TRANSPORTATION: Road-related

RECREATION AND CULTURE: Outdoor recreation

LANDSCAPE: Natural Feature

TRANSPORTATION: Road related

TRANSPORATION: Pedestrian related

RECREATION AND CULTURE: Work of art

GOVERNMENT: Municipal Buildings

Returned

7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: The City Beautiful Movement
LATE 19TH AND EARLY 20TH CENTURY
REVIVALS: Beaux Arts

LATE 19TH AND EARLY 20TH CENTURY
REVIVALS: Mission

Materials

(Enter categories from instructions.)

foundation: N/A

walls: STONE: Limestone

roof: N/A

other: N/A

NARRATIVE DESCRIPTION ON CONTINUATION PAGES

The Kansas City Parks and Boulevards Historic District

Jackson County, Missouri

Name of Property

County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

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

(Mark "x" in all the boxes that apply.)

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 old or achieving significance within the past 50 years.

STATEMENT OF SIGNIFICANCE ON CONTINUATION PAGES

Areas of Significance

Landscape Architecture

Community Planning

Entertainment/Recreation

Transportation

Architecture and Art

Period of Significance

1887-1966

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Kessler, George Edward, Landscape Architect

Hare & Hare, Landscape Architects

(see list in Appendix for additional names)

Returned

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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 #
- recorded by Historic American Landscape Survey #

Primary location of additional data:

- x State Historic Preservation Office
- x Other State agency
- Federal agency
- x Local government
- University
- x Other

Name of repository: Kansas City Public Library, Kansas City, MO

Historic Resources Survey Number (if assigned):

The Kansas City Parks and Boulevards Historic District

Jackson County, Missouri

Name of Property

County and State

10. Geographical Data

Acreege of Property 694.19

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

1	<u>39.122736</u>	<u>-94.601941</u>	3	<u>39.061283</u>	<u>-94.601941</u>
	Latitude:	Longitude:		Latitude:	Longitude:
2	<u>39.122736</u>	<u>-94.505725</u>	4	<u>39.061283</u>	<u>-94.505725</u>
	Latitude:	Longitude:		Latitude:	Longitude:

UTM References

(Place additional UTM references on a continuation sheet.)

_____ NAD 1927 or _____ NAD 1983

1	<u>15S</u>	<u>361521</u>	<u>433161</u>	3	<u>15S</u>	<u>361401</u>	<u>4324798</u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>15S</u>	<u>369839</u>	<u>433147</u>	4	<u>15S</u>	<u>369726</u>	<u>4324656</u>
	Zone	Easting	Northing		Zone	Easting	Northing

Returned

Verbal Boundary Description (On continuation sheet)

Boundary Justification (On continuation sheet)

11. Form Prepared By

name/title Cydney E. Millstein and Paul Novick, ASLA

organization AHR, LLC date May 9, 2014

street & number 1537 Belleview Avenue telephone 816.472.4154

city or town Kansas City state MO zip code 64108

e-mail Cydney@ahr-kc.com

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Photographs**
- **Owner Name and Contact Information**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

The Kansas City Parks and Boulevards Historic
District

Jackson County, Missouri

Name of Property

County and State

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log:

Name of Property: The Kansas City Parks and Boulevards Historic District

City or Vicinity: Kansas City

County: Jackson

State: Missouri

Photographer: Richard Welnowski

Date

Photographed: March 30 and April 20, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 42: North Terrace (Kessler) Park, Scarritt Point at Gladstone Boulevard; view facing southwest
- 2 of 42: North Terrace (Kessler) Park, Cliff Drive; view facing west
- 3 of 42: North Terrace (Kessler) Park, Cliff Drive; view facing east
- 4 of 42: North Terrace (Kessler) Park, Cliff Drive Bridge along Chestnut Avenue; view facing south
- 5 of 42: North Terrace (Kessler) Park, North Terrace Lake; view facing southeast
- 6 of 42: North Terrace (Kessler) Park, The Concourse; view facing south, southeast
- 7 of 42: North Terrace (Kessler) Park, The Colonnade; view facing north
- 8 of 42: North Terrace (Kessler) Park, Detail of the Colonnade; view facing north
- 9 of 42: West Terrace Park, Seating Terrace at 10th and Jefferson; view facing north
- 10 of 42: West Terrace Park, The Terrace and Stairs at 10th and Jefferson; view facing west, southwest
- 11 of 42: West Terrace Park, WPA Picnic Tables with "James Pendergast Memorial"; view facing southwest
- 12 of 42: West Terrace Park, Observation Circle and Seating Terrace, 8th and Jefferson streets; view facing northeast
- 13 of 42: Jarboe Park, 17th and Jarboe; view facing northwest
- 14 of 42: Mulkey Park, 13th and Summit streets; view facing northeast
- 15 of 42: Penn Valley Park, Penn Drive, Lake and Penn Valley Drive; view facing northeast
- 16 of 42: Penn Valley Park, Penn Drive and Stairs; view facing east
- 17 of 42: Penn Valley Park, Liberty Memorial and Mall; view facing north
- 18 of 42: Penn Valley Park, "The Scout"; view facing northeast
- 19 of 42: Penn Valley Park, "Pioneer Mother Memorial"; view facing north
- 20 of 42: The Parade, Baseball Field; view facing southeast
- 21 of 42: The Parade, Stone Stairway and Greg/Klice Community Building; view facing southeast
- 22 of 42: The Parade, Park Management Building; view facing northeast
- 23 of 42: The Grove, remnants of historic pool and Bath House; view facing east
- 24 of 42: The Grove, renovated stairs and landing; view facing northeast
- 25 of 42: Budd Park, Shelter House and circulation path; view facing northeast
- 26 of 42: Budd Park, Shelter House; view facing northeast
- 27 of 42: Budd Park, Stone Stairway; view facing southwest
- 28 of 42: Andrew Drips Park; view facing north, northwest
- 29 of 42: The Paseo, "August Meyer Memorial" and Women's Leadership Fountain; view facing north, northeast
- 30 of 42: The Paseo, The Pergola; view facing southwest
- 31 of 42: The Paseo, The Pergola; view facing northeast

The Kansas City Parks and Boulevards Historic
District

Jackson County, Missouri

Name of Property

County and State

Photo Log, con't:

- 32 of 42: The Paseo, Stone Wall and Terrace with the "William T. Fitzsimons Memorial Fountain"; view facing north
- 33 of 42: The Paseo, Median at 18th Street with "Salvatore Grisafe Memorial"; view facing north
- 34 of 42: Linwood Boulevard, Traffic Light at the intersection of The Paseo; view facing west
- 35 of 42: Benton Boulevard at 28th Street; view looking south
- 36 of 42: Gladstone Boulevard at Bellaire Street; view looking west
- 37 of 42: Gladstone Boulevard at Askew Avenue; view looking west
- 38 of 42: Gladstone Boulevard at Anderson Avenue; view looking south
- 39 of 42: Gladstone Boulevard, Bridge over Anderson Avenue; view looking west
- 40 of 42: Armour Boulevard at Harrison Street; view looking west
- 41 of 42: Broadway Boulevard at W. 35th Street; view looking north
- 42 of 42: Independence Boulevard at Maple Avenue; view looking east

Figure Log:

Include figures on continuation pages at the end of the nomination.

- No. 1: Map of the Historic District
- No. 2: George Edward Kessler
- No. 3: Map of Kansas City Showing Original Study for Park System, 1893
- No. 4: Cliff Drive, 1903
- No. 5: Cliff Drive, 1938
- No. 6: The Colonnade at North Terrace (Kessler) Park, 1945
- No. 7: West Terrace Preliminary Sketch, 1893
- No. 8: West Terrace at the Terrace and Stairs, 1936
- No. 9: Mulkey Park, 1942
- No. 10: Map of Penn Valley Park, 1910
- No. 11: Penn Valley Park, Penn Drive, 1920
- No. 12: Penn Valley Park, Lake, 1932
- No. 13: *Pioneer Mother Memorial* and Liberty Memorial in background, 1927
- No. 14: *The Scout*, 1960
- No. 15: Drawing of Parade Park,
- No. 16: Parade Park, 1910
- No. 17: Budd Park, 1942
- No. 18: August Meyer, n.d.
- No. 19: The Pergola on The Paseo, c. 1908
- No. 20: Linwood Boulevard at The Paseo with Traffic Light, 1932
- No. 21: Gladstone Boulevard near the Concourse, 1899
- No. 22: Gladstone Boulevard, n.d.
- No. 23: Armour Boulevard from Warwick Boulevard, 1925
- No. 24: Broadway Boulevard from Armour Boulevard, 1947
- No. 25: Independence Boulevard from Woodland, 1895

Maps

Key to images

Appendix

List of Landscape Architects, Architects, Artists, Engineers, Contractors, etc.

National Register of Historic Places
Continuation Sheet

Section number 7 Page 1

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Summary

The Kansas City Parks and Boulevards Historic District (Figure 1) is located in Kansas City, Jackson County, Missouri. The Historic District is generally bounded by the Missouri River on the north, the Missouri state line on the west, Hardesty Avenue on the east and Armour Boulevard on the south. The proposed district is comprised of five property types as described in the MPDF titled "The Kansas City System of Parks and Boulevards," including the following: Community Parks, Neighborhood Parks, Intra-Neighborhood Connectors, Major Residential Main Streets, and Commercial Corridors. There are four Community Parks including North Terrace (Kessler) Park, West Terrace Park, Penn Valley Park and The Parade. Neighborhood Parks include The Grove, Budd Park and Andrew Drips Parks. In addition, there are three Intra-Neighborhood Connectors including The Paseo, Linwood Boulevard and Benton Boulevard; two Major Residential Main Streets including Gladstone Boulevard and Armour Boulevard. Lastly two Commercial Corridors, Broadway Boulevard and Independence Boulevard, are included in this nomination. As stated in the MPDF, "The [parks and boulevard] system, as it stands today, is an outgrowth of [George E.] Kessler's 1893 Parks and Boulevards system (Figures 2 and 3) for the city that launched the idea of a comprehensive park system to guide and coordinate urban growth."¹ "The Kansas City Parks and Boulevards Historic District" contains thirty-eight (38) contributing resources and seventeen (17) non-contributing resources. Of the thirty-eight contributing resources, there are 1 building, 6 sites, 20 structures, and 1 object. Of the seventeen non-contributing resources, there are 4 buildings, 1 site, 4 structures, and 8 objects. It is important to note that parks are counted as sites, while boulevards are counted as structures, relative to this National Register Nomination. Furthermore, Liberty Memorial, listed in the National Register in 2000 and as a National Historic Landmark in 2006, is included in the overall discussion as one structure within the larger district; however, as a previously listed resource, it is not included in the overall resource count.² The same is true for Parade Park Maintenance Building (NR; 2008). Parking lots were not counted as it was found that they are not substantial in size and scale, accommodating not more than ten spaces. Tennis courts, playgrounds and practice courts were not included in the resource count, as well. As illustrated in the general map (Figure No. 1), these parks and boulevards are considered a citywide network, encompassing the city's central core through Midtown. The majority of the parks and boulevards and associated features retain integrity of location, design, setting, materials, workmanship, feeling and association, and therefore, meet the registration requirements as set forth in the MPDF. The integrity of the parks and boulevards included in this historic district are discussed in the relative property type narratives, accordingly.

¹Cydney E. Millstein and Paul Novick, "The Kansas City System of Parks and Boulevards, National Register of Historic Places MPDF, November 1, 2013, E9.

²Liberty Memorial contains 9 contributing resources, as defined in the "Liberty Memorial National Register Nomination", 18 August 2000. See page 2 of the cover jacket.

National Register of Historic Places
Continuation Sheet

Section number 7 Page 2

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Elaboration

The following descriptions of parks and boulevards are directly related to the Associated Property Types as defined in the Kansas City System of Parks and Boulevards MPDF. Furthermore, they are all related to the two associated contexts as identified in Section E of the MPDF: "The Work of George Edward Kessler and the Kansas City Parks and Boulevards System, 1887-1926" and "The Next Generation of Kansas City's Parks and Boulevards 1927-1966." These parks and boulevards often include historic and/or non-historic resources such as buildings, structures, sculpture, memorials, fountains, etc., that are associated with a particular park or boulevard.

As stated in the MPDF, "each of the descriptions of the property types enumerates defining characteristics. Certain roads, circulation paths, walkways, paved play areas, tennis courts, basketball courts, etc., have been changed or modified over time and in many instances original surfaces have been repaved, playground equipment (and other furnishings) has been updated due to deteriorated condition and/or current code requirements."³

"While these features are important to the overall function, especially that of a park, the changes are typically compatible with the overall historic character. For example, there are instances where circulation paths have been paved with asphalt, but the size and width has not been significantly changed, unless ADA guidelines were required. In addition, many of the boulevards have been resurfaced since they were initially constructed; this is warranted due to an increase in traffic and modes of transportation through the years. In most cases, historic alignments and widths were adhered to throughout the system, thereby retaining overall integrity."⁴

The following descriptions are based, in part, on the two previous surveys: "Historic Resources Survey of the 1893 Parks and Boulevard System"⁵ and the subsequent study, "Landscape Architectural/Historic Survey of Parks and Boulevards, 1893-1940."⁶ Descriptions have been updated, when appropriate. Acreage of each park and boulevard is listed with each resource. Boulevard acreage is based on distance in miles and average right-of-way width, which varies with each boulevard. Paseo, for example, has an average of 200 ft. ROW, while the remainder of the boulevards average between 74 feet and 100 feet.

³Millstein and Novick, MPDF, F1.

⁴Ibid, F2.

⁵Deon Wolfenbarger, "Historic Resources Survey of the 1893 Parks and Boulevard System," 1989.

⁶Tourbier and Walmsley, Inc., Architectural & Historical Research, LLC and Theis Doolittle and Associates, Inc., "Landscape Architectural/Historic Survey of Parks and Boulevards, 1893-1940, Kansas City, Missouri," 1994.

National Register of Historic Places
Continuation Sheet

Section number 7 Page 3

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

General Remarks about the District

The parks and boulevards included in "The Kansas City Parks and Boulevards Historic District" vary in size, topography and layout. Together, they form the nucleus of the parks and boulevard system that shaped Kansas City over the ensuing years. This comprehensive network of green space interconnected by broad parkways and boulevards transformed and guided urban growth within the early years of the city and its impact, foremost (but not limited to) as an urban planning tool, remains to this day. This "armature" of green space that defines "The Kansas City Parks and Boulevards Historic District" intertwined with the urban landscape remains the legacy of parks and boulevard system of Kansas City.

"The Kansas City Parks and Boulevards Historic District" is characterized by a wide variety of physical and geological characteristics. North Terrace Park (renamed Kessler Park), located along the river bluffs in the northeast portion of the city, is rich in both topography and vegetation. Gladstone Boulevard, with its varying alignment and grade and generous width, runs generally along the southern edge of North Terrace Park and provides a connection from North Terrace Park to Independence Avenue on the western end of the park.

Budd Park, located southeast of North Terrace is a neighborhood park rich in vegetation and rolling topography. Benton Boulevard is the easternmost boulevard within the system and connects Independence Avenue on the north end to Linwood Boulevard at its southern terminus.

The Grove, a neighborhood park, is situated at the midpoint of Benton Boulevard and consists of a broad, open expanse of land with some remaining large deciduous trees. At the southern terminus of Benton Boulevard it intersects with Linwood Boulevard, an east-west commercial corridor. From this point Linwood extends west to its intersection with a short portion of The Paseo, which connects Linwood Boulevard on the north to Armour Boulevard on the south.

Armour Boulevard, which is also a commercial corridor, continues due west to its intersection with Broadway Boulevard. From this point Broadway Boulevard, an additional commercial corridor turns to the north until it intersects with Penn Valley Park, a large portion of land, which holds large open expanses, varying topography, a small lake and many native limestone outcroppings.

Independence Boulevard is a commercial corridor connecting Benton Boulevard on the east to The Paseo on the west. This portion of The Paseo is a north-south Parkway with an expansive median connecting Independence Avenue on the north to The Parade that is a gently sloping open space with numerous mature trees and park facilities.

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Situated northwest of Penn Valley Park is Andrew Drips Park, a small neighborhood park, which was the first park in the system and consists of open space with ornamental and shade trees.

The final park within the historic district is West Terrace Park. Much like North Terrace Park, West Terrace is a linear park built on the western bluffs of the downtown area and provides open space with commanding views to the river bottoms below.

Parks

There are two types of parks found within The Kansas City Parks and Boulevards Historic District: Community Parks and Neighborhood Parks. Major features, such as architecture, memorials, fountains, bridges, etc., within these parks are examined and included in the overall resource count. It should be noted, however, that minor, small-scale features, mostly commemorative plaques affixed to boulders and signposts, are briefly described, yet are not included in the overall resource count. Furthermore, small basketball practice courts and tennis courts are not included in the overall count, as well. Contributing and Non-Contributing features found within these parks are listed with the description of each park, as well as in Appendix A.

Community Parks

As stated in the MPDF, "Community Parks are generally defined as larger than neighborhood parks and central to an area of several neighborhoods. While some are smaller in acreage, they provide a central park, of sorts, serving the adjacent and surrounding neighborhoods."⁷ The following is a description of the four Community Parks included in "The Kansas City Parks and Boulevards Historic District."

North Terrace: 303.51 acres (Acquired 1895; Contributing Site. Photographs 1-8)

North Terrace Park, considered a Community Park (renamed George Edward Kessler Park in 1971) is a total of 303.51 acres and is divided into two sections by a ravine occupied today by Chestnut Trafficway a major north-south connector. Two large native limestone promontories are in each section, Prospect Point in the west, and Scarritt Point in the east. The view of the Missouri River valley with the downtown skyline in the distance from these promontories is commanding.

Cliff Drive (Figures 4 and 5) meanders through the entire rugged, picturesque park, and connects Scarritt Point and Prospect Point with a bridge over Chestnut Trafficway. Cliff Drive, a Missouri Scenic Byway, is approximately six and one half miles in length, extending eastward to Belmont and westward to Highland Avenue where The Paseo was extended north to meet it. Large stone columns and walls with iron railings are situated at the entrances to the park on Cliff Drive. The drive itself winds through

⁷Millstein and Novick, MPDF, F4.

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rugged terrain with large native limestone outcrops and historically was used for both vehicles as well as horses. The road is constructed of asphalt with much of the original native stone curbing in place. In most locations the roadway is enclosed with a dense canopy of large, mature shade trees.

In addition to the rough terrain, the park also contains many level or gently sloping areas suitable for recreation activities. The western section includes open ground where playground equipment is installed. A historic concrete reservoir, oval in shape and approximately 590' long by 230' wide, is surrounded by an iron fence and is currently unused and overgrown with vegetation. Fairly level ground exists above Scarritt Point. Rough cut native stone steps blending with the park setting provide access from the upper portions of the park to Cliff Drive, as well as to the East Bottoms below Cliff Drive.⁸

North Terrace Lake, an irregularly shaped body of water in the ravine west of Chestnut Trafficway, contains a small island in its southeast portion. Concrete sidewalks surround and protect the entire water's edge, and provide access for fishing. Cliff Drive Arch Bridge, designed by Harrington, Howard and Ash in 1920, is a concrete arch span that stretches over Chestnut Trafficway and carries Cliff Drive. It is sited at the east of North Terrace Lake.

The Concourse, attributed to George Kessler, is a two-block, rectangular level area of the park bounded by Gladstone Boulevard on the north, Benton Boulevard on the east, and Anderson Avenue on the south. A fountain is the main focus in the center of The Concourse. As described in the "Historic Resources Survey of the 1893 Parks and Boulevards System", The Concourse "is a large rectangular pool surrounded by a low stonewalls. A spray ring is the central water feature, with several other water jets, some of which arch inward, and others straight up. Modern concrete benches are around the pool. At the south end of The Concourse is a small stone, gable-roof building, with a south gable-roof bay, and a north hipped-roof bay."⁹

Other resources within North Terrace Park include The Colonnade. Designed by Henry Wright, the Colonnade is an historic Beaux Arts structure of cut limestone with red clay tile roofing with portions of open trellis (Figure 6). A memorial to John F. Kennedy, designed by Salvatore Arnone, is constructed of limestone and bronze and is sited in the center of the Colonnade. West of The Concourse and Gladstone Boulevard are four lighted tennis courts, and a smaller hard-surfaced playing court (not included in the overall resource count as mentioned above).

⁸The steps descending from the upper portion of the park to Cliff Drive are not visible and access to verify the condition was next to impossible.

⁹Deon Wolfenbarger, "Historic Resources Survey of the 1893 Parks & Boulevard System, Kansas City, Missouri, 1988." Section on North Terrace Park, n.p. The survey forms in this study are not paginated.

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From the eastern terminus of Cliff Drive (at approximately Elmwood), North Terrace Park narrows between the Missouri River valley and Gladstone Boulevard, containing just native vegetation and bluffs. This strip extends to the eastern edge of the park to "Indian Mound", a twelve-acre site.

Contributing Features (six):

- The Colonnade (Henry Wright; 1906-1908. Structure)
- The Concourse (George Kessler, by attribution; 1906. Structure)
- Cliff Drive (George Kessler, 1905. Structure)
- *John F. Kennedy Memorial* (Salvatore V. Arnone, 1965. Object)
- Indian Mound (date unknown; stabilized by the WPA in 1937-1938. Site)
- Cliff Drive Arch Bridge (Harrington, Howard and Ash; 1920. Structure)

Non-Contributing Features (three):

- Central Electric Railway Company Bridge (1908; 1941 and 1969 modifications. Structure)
- Carl DiCapo Fountain (Johnson, Brickell, Mulcahy and Associates; Larkin and Associates; and M. Stimach; 1992. Object)
- Entry Gates (R. Peter Loughlin; 1997. Object)

Due to modifications that impact historic integrity (the Central Electric Railway Bridge) and age (Dicapo Fountain and Entry Gates), these three features are considered non-contributing.

West Terrace: 30.56 acres (Acquired 1900; Non-contributing Site. Photographs 9-14)

The area, which was originally West Terrace Park stretching from 6th Street on the north to 17th Street on the south, is now a series of separated parks: Jarboe Park, Mulkey Park, and Case Park totaling 30.56-acres (Figure 7).

Jarboe Park, which comprises what was originally the southernmost section of West Terrace Park, is bounded by Seventeenth on the south, Beardsley Road/West Pennway on the west, and Jarboe Street on the east. None of the original park improvements exist within the park today. Contemporary additions to the park include a ball diamond at the southwest corner of the park. North of the ball field, facilities include a small pool, spray-ground, shelter and picnic facilities, constructed in 2011. There are significant mature trees buffering the pool and spray-ground area from the street, some of which could date back to the original park development.

Mulkey Square (Figure 9) is also now a separate park, located north of the intersection of Thirteenth and Summit Streets. Remnants of the original limestone retaining walls

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remain on the far north end. Contemporary facilities include a newly constructed semi-professional ball diamond with dugouts and lighting. A modern, wooden park shelter with playground equipment and a pre-manufactured restroom structure are adjacent to the west. A monumental plinth holding a sculpture of a bull rises above the park in the northwest corner.

The northern section of the original West Terrace Park today is a slender piece of parkland bounded by Interstate 1-35 on the west and Kirk Drive on the east. The southern boundary is approximately midway between Eleventh and Tenth Streets and the park continues north to its terminus along the bluff at approximately Seventh Street. Along Kirk Drive, atop the bluffs is the original native limestone Terrace. The Terrace (Figure 8) is comprised of a series of highly crafted native limestone stairways and landings, which work their way down the bluffs with views to the west bottoms. Two original limestone pavilions with round arched openings and pyramidal red tiled roofs mark a formal entry to the park at the end of Tenth Street.

Case Park, within West Terrace Park, is on the northwest corner of the intersection of W. Tenth Street and Jefferson Street, its western boundary is West Terrace Park and its northern boundary is slightly south of W. Ninth Street. A curving walkway with period lighting leads northwesterly from the Terrace to intersect with the sidewalk along Jefferson. At the intersection of Tenth and Jefferson Streets there is a curved native limestone retaining wall with benches forming an attractive gathering space. Steps lead up to the sidewalks along Jefferson and W. 10th Streets. There is open lawn, as well as numerous mature shade trees. Immediately to the north of this area is a contemporary playground with limestone (non-contributing) seat wall. High limestone retaining walls to the north of the playground enclose a grassed terrace area, which includes numerous shade trees, stone picnic tables and the James Pendergast Memorial. The stone picnic tables and the memorial are included in the overall count.

The circular observation area at the intersection of Eighth and Jefferson Streets is known as Clark's Point. Clark's Point consists of two levels. The upper level is a circular roadway paved with a mix of red granite brick pavers with parking around the edge. A contemporary addition to the center of the roadway is the sculpture, "The Corps of Discovery" and consists of a monumental bronze sculpture of the entire Lewis and Clark expedition party on an ornate granite plinth. The outer edge of the circular road is the Observation Circle and Seating Terrace constructed of native limestone with period lighting. There is another limestone wall on the outermost edge of the pedestrian walkway serving as protective railing. The Observation Circle provides broad views to the confluence of the Kansas and Missouri rivers and the river valley.

On the eastern edge of Clark's Point (north of Eighth Street) is a level grassed terrace with limestone walls along the edges and period lighting. A large granite boulder with a

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bronze plaque honoring the Lewis and Clark Expedition is located on the west end of the terrace. Below the wall is open grass to the parks edge at the bluff.

Contributing Features (five; Photographs 9-12):

- The Terrace and Steps (Kessler, 1906. Structure)
- Retaining Wall and Picnic Tables (WPA, c. 1941. Structure)
- Observation Circle and Lower Terrace (WPA, 1941. Structure)
- Seating Terrace at 10th and Jefferson (Hare & Hare, 1951. Structure)
- *James Pendergast Memorial* (Frederick C. Hibbard, 1913; moved in 1993. Object)¹⁰

Non-Contributing Feature (one):

- *Corps of Discovery* (Eugene Daub, 2000; non-contributing. Object)

Due to the age of the *Corps of Discovery*, the monumental bronze sculpture, as described above, is a non-contributing feature.

Penn Valley: 176.58 acres (Acquired 1908; Contributing Site. Photographs 15-19)

Penn Valley Park, a Community Park is a 176.58-acre site with dramatic changes in topography (Figure 10). The park is irregularly bounded: the western portion is rectangular, and is bounded by Southwest Trafficway on the west, 31st Street on the south, Wyandotte on the east, and 26th Street on the north. The northeast portion of the park, where Liberty Memorial (National Historic Landmark; 2006 and NR) is sited, is bounded by Main Street on the east, Pershing Road on the north, Kessler Drive on the west and 26th Street on the south. Liberty Memorial is previously listed and thus not included in the overall resource count. The main drive, Penn Valley Drive, physically and visually separates the park into two major sections. Also separating the two sections is a high limestone cliff covered with vegetation on the east of Penn Valley Drive.

Penn Valley Drive, a curving, four-lane roadway, separates the eastern and western sections of the park. The opposing directions of traffic on Penn Valley Drive are separated by a narrow median planted with turf and shade trees. Broadway joins with Penn Valley Drive at the southern end of the park by means of a concrete bridge with stone abutments. At the approximate location of the bridge is the drive entrance to the western section of Penn Valley Park. A narrow ravine runs north/south between Penn Valley Drive and Penn Drive, a park road (Figure 11). A native limestone wall is at the south end of the ravine, on grade with the road. A contemporary fitness trail meanders through the bottom of the ravine, crossing the creek bed twice with small, arched native

¹⁰This statue was formerly sited in Mulkey Park on a hill overlooking the West Bottoms. The new location is very similar in setting, just up the bluffs from the West Bottoms and rail yards.

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stone bridges. At the northernmost section of the ravine is a 3.08-acre lake (Figure 12). The lake and its surrounding environment have gone through a recent renovation; improvements include; new walking trail surrounding the lake, seating niches, fishing access areas, lake edge improvements and landscaping. A stone- faced bridge/overflow structure is at the northern edge of the lake. Along the west side of Penn Drive, across from the lake, rock outcroppings are numerous along the slope.

South of the ravine (at W. Thirty-Second Street) Penn Drive slopes upward, and then turns sharply to the north providing access to four tennis courts, a half practice court and a concrete skate park. At the northern of the courts the road comes to an end. From this point a path leads to *The Scout*, a 10' tall bronze statue of a Sioux scout on horseback rests on a large native limestone base atop a high plateau in the park (Figure 14).

The Hiker is a bronze statue resting on a decorative marble plinth that is situated just south of Liberty Memorial Mall and Memorial Drive in a triangular plot of land. To the west of this statue is parking area constructed of asphalt with a concrete curb and gutter. Further west of this, at the peak of a high plateau, is the *Pioneer Mother Memorial* (Figure 13). The monumental sculpture features a group of bronze pioneer figures with their horses and rests on a large pedestal of gray granite.

North of the *Pioneer Mother* sculpture is a small picnic area with swings, two baseball fields with lighting, playground and new shelter. At the same elevation, Kessler Drive at this point follows along the western edge of Liberty Memorial Mall, and provides excellent views of the Memorial. South of the *Pioneer Mother*, west of Wyandotte, and east of Penn Valley drive is a high grassy plateau dotted with mature trees. Towards the southeast corner of the park there are two fenced in dog parks and parking lot constructed of asphalt with concrete curb and gutter. In the far southeast corner of the park there is the two-story stone building which is the current home of "Just Off Broadway Theater". *The Firefighters Memorial Fountain* is in the southwest corner of the park on the north side of W. Thirty-first Street. The memorial consists of a large circular basin with monumental bronze sculptures and dramatic water effect surrounded by a pedestrian plaza.

Contributing Features (five; Photographs 18 and 19):

- *The Hiker* (Theo A. R. Kitson, 1947. Object)
- *Pioneer Mother Memorial* (Alexander Proctor, 1927. Object)
- *The Scout* (Cyrus E. Dallin, 1915; dedicated 1922. Object)
- Stone Bridge at Broadway (Bushman Construction Company, 1949-1950. Structure)
- Lagoon and dam (George Kessler, c. 1906. Structure)

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Non-Contributing Features (two):

- Stable and Storage Barn (Root and Siemen, 1910; destroyed by fire and rebuilt in 1994 as the only black box theatre in Kansas City. Building)
- *The Firefighter's Memorial Fountain* (Tom Corbin and Larkin and Associates, 1991. Object)

Due to loss of historic integrity caused by a fire (Stable and Storage Barn) and modifications and age (The Firefighter's Memorial Fountain), these two features are non-contributing.

The Parade: 20.99 acres (Acquired 1900; Contributing Site. Photographs 20-22)

The Parade is a 20.99-acre park located on the eastern edge of The Paseo between Truman Road and Seventeenth Terrace (Figures 15 and 16). The rectangular park slopes from a high elevation on the northern edge down to the south. The northern edge of the park has the greatest number of trees of varying age, the majority of which are sycamore. On the west side of the park the original stone entry steps with decorative low columns connecting to the Paseo remain. In the southeast corner of The Parade is the historic Park Management Building (now the Horace M. Peterson III Building), a two-story limestone structure with red tile roof and home to the Black Archives, Ewing Kauffman Hall and the Full Employment Council. It is listed in the National Register (2008) and is not included in the overall resource count.

There are a number of contemporary additions to the park including an oval walking path enclosing a green space, which contains a ball diamond with backstop and dugouts. Walks from the two northern corners connect with the track and the four tennis courts in the northeast corner. To the southeast of the track are two paved basketball courts and a playground structure. In the southwest portion of the site is the Gregg /Klice Community Center, a two-story, flat-roofed brick structure. A half-circle drive and a curvilinear parking area are located south and east of the structure. A small spray-ground (water playground) resides in the southwest corner of the park.

Contributing Features (one; Photographs 21 and 22):

- Stone Steps (George E. Kessler, 1906. Structure)

Non-Contributing Feature (one):

- Gregg/Klice Community Center (John Sparks, 2002; Addition by George Kipp, Go Studios, 2012. Building)

The Gregg/Klice Community Center, built in 2002, is a non-contributing feature due to its date of construction.

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Registration Requirements

Of the four Community Parks listed in this National Register Nomination, three have retained the vast majority of their location, design, setting, materials, workmanship, feeling and association, thereby conveying their historical significance and meeting the registration requirements as set forth in the MPDF. North Terrace (Kessler) Park, Penn Valley Park and The Parade “have maintained their historical character, spatial relationships, topography, vegetation, design intent, and circulation systems throughout the years. Where modern features have been added, or defining features have been repaired or modified, the majority respects each park’s design and intent.”¹¹ West Terrace Park, originally a continuous park stretching from 6th Street to 17th Street, was cut into three discontinuous parks by two interstate highways. Due to this drastic modification, it has lost its integrity, therefore its historical significance. Furthermore, the addition of a semi-professional ball field in Mulkey Park (part of the original West Terrace Park) has had a drastic impact on the intent and visual identity of this property. However, there are five contributing resources (as described above) located at this park that have retained their historic integrity.

Neighborhood Parks

As stated in the MPDF, “The Neighborhood Parks serve local residents, the larger catering to all age groups with the smaller parks primarily for children. A few small parcels are commemorative in nature.”¹² The following three Neighborhood Parks, like the Community Parks described above, are part of initial framework of the parks and boulevards system.

The Grove: 11.3 acres (Acquired 1898; Contributing Site. Photographs 23 and 24)

The Grove is an 11.33-acre park at the southeast corner of Truman Road and Benton Boulevard and is included in the Neighborhood Parks and Playgrounds category. The eastern boundary edge follows Benton Boulevard, forming a curve around the southeast corner. The topography generally slopes downward from the western edge to the northeast corner. There are several large, old deciduous trees within the park as well as some still lining the boundaries (north and southeast), and a grouping in the north central section. The only original elements of the park that remain are two stone landings, each with two sets of stairs and iron rails, from entrances at Kansas and Bellefontaine avenues, which lead to the heart of the park. Remnants of the original wading pool and its stone access steps still exist, however due to their condition they are non-contributing.

Contemporary improvements within the park include a pool facility in the central portion of the park. Just to the west of the pool there is a playground and park shelter as well

¹¹Millstein and Novick, MPDF, F5.

¹²Ibid, F6

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as a basketball practice goal and drinking fountain. Ball fields exist on both the east and western ends of the park.

Non-Contributing feature (one):

- Pool House and Pool (Larkin and Associates, 2001. Building).

Due to the date of construction, the Pool House and Pool are considered non-contributing features.

Budd Park: 26.39 acres (Acquired 1891; Contributing Site. Photographs 25-27)

Budd Park is the second oldest park within the system and totals 26.39 acres. The park is located within an established residential neighborhood and is bounded by St John Avenue on the north, Hardesty Avenue on the east, Budd Park Esplanade on the south and Brighton Avenue on the west. The park has rolling topography with numerous mature trees of varying variety, including elm, oak and maple throughout the property. Shelter Building No. 1 (Figure 17; Photographs 25-26) is located in the center of the park and is one of the original improvements within the park. As described in "the Historic Resources Survey of the 1893 Parks and Boulevard System," this shelter building is an "open-air structure constructed of native limestone and timber with a wood shingled hip roof. The center portion of the shelter has doorway openings on the north and south facades with two fireplace openings. Two small, square extensions with hipped roofs are on the east and west sides of the structure and provide men's and women's restroom. Two stone chimneys rise through the structure where the extensions meet the center structure."¹³

Other original features include large stone entry steps on the northeast corner of the park (Photograph 27). In addition, a pair of identically designed, smaller stone entry steps, is located along the north edge of the park at both N. Denver Avenue and N. Quincy Avenue.

Contemporary improvements within the park include a pool with support structure in the southwest corner. A playground facility with a small shelter is located within the southeast portion of the park; two basketball practice pads are adjacent to the play area. Two tennis courts are located on the east end of the park along Hardesty Avenue. Facilities along St. John Avenue include an additional playground and baseball field. A paved walking trail surrounds the park and follows the rolling topography providing a pleasant recreation experience for the park user.

Contributing Features (two):

- Shelter Building (E. B. Delk, 1927. Building)
- Stone Entry Steps (Kessler, 1906. Structure)

¹³Wolfenbarger, Historic Resources Survey, Section on Budd Park, n.p.

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Non-Contributing Features (one):

- Pool and Support Building (By Design, 2002. Building)

Due to the construction date of the Pool and Support Building, it is considered non-contributing.

Andrew Drips: 0.16 acres (Acquired 1882 and recognized in 1890; Contributing Site. Photograph 28)

Andrew Drips Park is the first park within the Kansas City Parks and Boulevards System. This .16-acre green space is within a cul-de-sac at the intersection of W. 16th Street and Belleview Avenue and provides commanding views of the surrounding city. A granite and native limestone monument is placed off-center within the park. One side of the monument features the figure of a fur-trader along with the following inscription:

Andrew Drips Park Kansas City's First Park. The keystone of our park system. Given to the city by William and Catherine Drips Mulkey. May 5, 1882. In honor of Andrew Drips. Erected by the Historical Committee West Side Community Council and the Board of Park Commissioners, 1951.

The reverse side features the figure of an Indian Woman with the following inscription:

Andrew Drips 1789-1860 Celebrated in the fur trade of the Missouri River and the Rocky Mountains. Catherine, daughter by his wife, Mary, of the Oto Nation, was born at the Historic Battle of Pierre's Hole, July 18, 1832. Kansas City was their home from 1839.

Contributing Feature (one):

- *Andrew Drips Memorial*, Granite and limestone monument (Hare and Hare; 1951. Object)

Registration Requirements

Of the three Neighborhood Parks listed in this National Register Nomination, three have retained the vast majority of their location, design, setting, materials, workmanship, feeling and association, thereby conveying their historical significance and meeting the registration requirements as set forth in the MPDF. The Grove, Budd Park and Andrew Drips Park "have maintained their historical character, spatial relationships, topography, vegetation, design intent, and circulation systems throughout the years. Where modern features have been added, or defining features have been repaired or modified, the majority respects each park's design and intent."¹⁴

¹⁴Millstein and Novick, MPDF, F7.

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Boulevards

Intra-Neighborhood Connectors

George E. Kessler designed all of the Intra-Neighborhood Connectors included in this National Register Nomination: The Paseo, Linwood Boulevard and Benton Boulevard. These boulevards “serve as the backbone of Kansas City’s Parks and Boulevards System”¹⁵ as stated in the MPDF. Furthermore, the MPDF states that, “these roadways, serving a large swath of the city, east to west and north to south, combine two types of landscape design: the City Beautiful and the American Romantic Style.”¹⁶

The Paseo: 0.8 miles; 19.4 acres (Various acquisition dates beginning in 1896; Contributing Structure. Photographs 29-33)

The initial section of the Paseo designed by George Kessler runs from E. 9th Street on the north to E. 18th Street on the south and is considered an Intra-Neighborhood Connector. The Boulevard within this area is a six-lane divided roadway with a generous center median planted with shade trees of varying varieties. In addition the boulevard is flanked on both the east and west sides by a green verge containing additional shade trees and a concrete sidewalk. The Paseo is adorned with a number of architectural elements along its length (Photographs 29-33). In the median of the northern end of the boulevard is the Ninth Street Fountain, now known as the Women’s Leadership Fountain. Directly adjacent E. 9th Street is a concrete entry plaza, enclosed by a low cut limestone seatwalls and steps surrounding a central planting bed. Period lights rest on limestone plinths on the north, east and west sides of the plaza space. The fountain itself is an oval basin featuring multiple fountain jets enclosed by a lower cut limestone edge on the northern portion. The east, south and west edges are enclosed by a decorative limestone columns with a ball finials; limestone balustrades join the columns enclosing the fountain basin. A generous central sidewalk joins the fountain plaza to an additional plaza space surrounding the *August R. Meyer Memorial*. The memorial consists of a nine-foot-high bas-relief of Meyer, which is mounted on a marble base, as a tribute to August Meyer, the first official Park Board President (Photograph 29 and Figure 18). A marble staircase, enclosed with sidewalls mounted with decorative urns lead to a sidewalk along E. 10th Street.

As the boulevard continues to the south sidewalks are introduced on both the east and west sides of the center median, which is planted with large shade trees in an informal manner. The Pergola (Photographs 30-31 and Figure 19) is located on the west side of the center median between Tenth and Eleventh Streets. The limestone structure consists of regularly spaced, fluted columns cast stone and wooden trellis elements forming a partially enclosed roof. The three levels of the pergola follow the south sloping grade and are connected by stone steps.

¹⁵Millstein and Novick, MPDF, F7

¹⁶Ibid, F8

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Within the median between 11th and 12th Streets the sidewalk shifts to the center of the median. The walkway has a central planting bed and regularly placed decorative metal benches (non-historic) and contemporary light standards. The southern end of the median along 12th Street contains the Terrace, a large oval plaza with a grass parterre and flagpole supported by 12' high, highly crafted native limestone retaining walls (Photograph 32). The walls along the terrace level include regularly spaced columns with cut limestone balustrades. Limestone steps and walls provide access to the Paseo on both the east and west sides. Ornamental light fixtures are located on both the columns and south face of the Terrace wall. *The William T. Fitzsimons Memorial* is located on the south face of the monumental retaining walls and consists of an inscribed panel surrounded by stone pilasters, which are capped with a round arched pediment. A lion's head spout originally directed water into a radial fountain bowl (Photograph 32).

The median between 12th and 13th Streets contains a Spanish Cannon placed within a small concrete plaza. An oval concrete pedestrian walk is located within the median and encloses an area of turf, shrub and seasonal plantings that is slightly depressed from the sidewalk level. The circular median at 13th Street contains a concrete sidewalk running east to west and one large shade tree. The median from 13th to 14th Streets contains only turf and a mix of shade and evergreen trees planted in an informal layout. The portion of The Paseo, which passes under Interstate-70, contains turf and only minimal trees. The portion of the median directly north of Truman Road contains a small-scaled Pergola with the turf sloping down to the *Rev. John W. Williams Memorial* (1991) consisting of semi-circular plaza a low limestone walls and plantings. A statue of the Reverend resides in the plaza area facing south. The final portion of The Paseo stretches from Truman Road to 18th Street contains turf and shade trees; in a few locations the shade tree edge is not continuous. *The Salvatore Grisafe Memorial*, a 12' high stainless steel contemporary sculpture is located in a small concrete plaza at approximately 16th Street and includes concrete benches (Photograph 33).

In addition a three block long portion of The Paseo connecting Linwood Boulevard on the north to Armour Boulevard on the south was included in Kessler's 1893 Plan. The Paseo in this area consists of a 4-lane undivided roadway with grassed edges and 4'-6' pedestrian walkways. Each side of the roadway is typically planted with a single row of shade trees of varying variety.

Contributing Features (four):

- *August Meyer Memorial* (Daniel Chester French; 1909. Object)
- The Pergola (John Van Brunt; 1900. Structure)
- Twelfth Street Terrace (John Van Brunt; c, 1890s. Structure)
- *The William Fitzsimons Memorial Fountain* (John Van Brunt, designer, 1918; Jorgen C Dreyer, 1922. Object)

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Non-Contributing Features (six):

- Women's Leadership Fountain, formerly the Ninth Street Fountain. (Originally designed by George Kessler and John Van Brunt, 1899; repaired in 1970; recreated by Susan Richards Johnson, 2003. Structure)
- *John Williams Memorial* (Tom Corbin, 1991. Object)
- Pergola at Truman Road (BNIM, 1995. Structure)
- *Salvatore Grisafe Memorial* (Jac T. Bowen, 1968. Object)
- Spanish Cannon, "Sancho el Bravo" (Royal Arsenal, cast in 1856; dedicated at site in 1899. Object)
- *Black Veterans Memorial* (Kansas City Parks Department and the Enshirners, a civic philanthropy group in Kansas City, 2010. Object)

Because the original Ninth Street Fountain, now the Women's Leadership Fountain was recreated in 2003, it no longer reflects its historic integrity and is considered non-contributing. The *John Williams Memorial*, the Pergola at Truman Road, the *Salvatore Grisafe Memorial*, and the *Black Veterans Memorial* were constructed after the end date of the period of significance and are therefore non-contributing. Lastly, the Spanish Cannon was moved from its original site and is also non-contributing.

Linwood Boulevard: 2.1 miles; 24.4 acres (Various acquisition dates beginning in 1899; Contributing Structure. Photograph 34)

Linwood Boulevard as designed by George Kessler is a major artery connecting Broadway Boulevard on the west to Benton Boulevard on the east and is considered an Intra-Neighborhood Connector. Throughout its length, the boulevard gently rises and falls with the surrounding topography in a predominately straight alignment. The standard cross section of Linwood Boulevard is a sixty-foot wide roadway constructed of asphalt and concrete curb and gutter with ten to twelve foot grass verges and five to six foot concrete sidewalks on both sides of the boulevard. From The Paseo eastward to Benton Boulevard the land use is a mix of single and multi-family residential, commercial and institutional. Within this area most of the grass verges remain, however the street tree placement is not consistent. A historic 17-foot high traffic signal is located in the center of the intersection of Linwood Boulevard and The Paseo (Photograph 34 and Figure 20). The signal, designed by Kansas City architect Edward B. Delk "is a chromium-plated signal light which is mounted on a Carthage cut-stone standard (base) which, in turn, is mounted on three-foot-high honed concrete base."¹⁷

Contributing Feature (one):

- Traffic Signal at The Paseo and Linwood (E. B. Delk, 1932. Object)

¹⁷Wolfenbarger, Historic Resources Survey, Section on Linwood Boulevard, n.p.

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Benton Boulevard: 2.9 miles; 35.2 acres (Various acquisition dates beginning in 1896; Contributing Structure. Photograph 35)

Benton Boulevard connects two important east-west routes within the Park and Boulevard System, Gladstone Boulevard on the north to Linwood Boulevard on the south and is considered an Intra-Neighborhood Connector. Throughout, Benton Boulevard's cross section is the characteristic (approximate) 100-foot wide boulevard constructed of asphalt and concrete curb and gutter with a forty foot roadway, fifteen to eighteen foot grass strips and five to six foot concrete sidewalks. Single-family residential housing lines both sides of the boulevard throughout. Throughout the boulevard there is a single row of mature trees on both sides of the roadway providing the over-story canopy planned by George Kessler.

Registration Requirements

The Intra-Neighborhood Connectors named in this National Register nomination have retained their integrity of location, design, setting, materials, workmanship, feeling and association, as set forth in the MPDF. As part of the park and boulevard system, The Paseo, Linwood Boulevard and Benton Boulevard represent the work of George E. Kessler and subsequent landscape architects and designers responsible for features found in this property type. Each of these boulevards have maintained their original intent, function, width, circulation patterns and plantings that have evolved, or grown organically, over time (of course, through time, there have been replacements of trees, etc., due to age and attrition). Today, these boulevards provide an almost seamless transportation route, in spite of the number of interstates that ring and sometimes bisect the city. Along these boulevards, especially The Paseo, contributing civic embellishments are to be found (and are called out in the narrative, above), the majority of which were given by the city with the help of private funds. Like the boulevards, these features have retained integrity.¹⁸

Major Residential Main Streets

As described in the MPDF, the Major Residential Main Streets provide connections to the Intra-Neighborhood Connectors (see above) and/or parks. The two Major Residential Main Streets included in this nomination are Gladstone Boulevard and Armour Boulevard, designed by George Kessler and recommended in the *1893 Report*.

Gladstone Boulevard: 2.1 miles; 18.8 acres (Various acquisition dates beginning in 1895; Contributing Structure. Photographs 36-39)

Gladstone Boulevard ((Figures 21 and 22), begins at Independence Boulevard running north to Kessler Park, past the Gladstone Boulevard over Anderson Avenue Bridge (a wrought-iron arched span dating from 1898; photograph 39) turning east passing in front of The Colonnade. From this point the boulevard makes several northern and eastern turns before turning east and following the southern edge of Kessler Park to

¹⁸Millstein and Novick, MPDF, F9.

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Hardesty Avenue. Gladstone Boulevard is a wide, two-lane roadway of varying width with grass verges and sidewalks on both sides of the roadway. Where that road abuts North Terrace (Kessler) Park the regular street trees are replaced by the more informal plantings with the park on its north side. Gladstone Boulevard has a wealth of mature shade trees providing a green edge as the road passes through the historic residential neighborhoods. The Thomas Hart Benton Memorial, affixed to a small boulder, is located in a recently constructed roundabout at the intersection of North Gladstone Boulevard and St. John Avenue.

Contributing Features (two):

- Gladstone Boulevard over Anderson Avenue Bridge (Joseph Hoover with David A. Miles from the Wrought Iron Bridge Company, 1898. Structure)
- *Thomas Hart Benton Memorial* (John Van Brunt with John Williams & Company; 1915 Object).

Armour Boulevard: 1.2 miles; 14.0 Acres (Acquisition date 1899; Contributing Structure. Photograph 40)

Armour Boulevard provides an important east-west link between Broadway Boulevard on the west and The Paseo on the east and is considered a Major Residential Main Street. The grade of the roadway follows the gentle undulations of the landform throughout. The alignment is straight, responding to the area grid plan along the line of Thirty-fifth Street to the east. The cross-section throughout provides a sixty feet roadway with eight-foot grass strips and six to eight foot sidewalks. The tree canopy is denser on the east and west ends (Figure 23), opening up in the central portion between Gillham Road and Main Street. Overall the corridor still maintains the appearance envisioned by George Kessler.

Registration Requirements

The Major Residential Main Streets named in this National Register nomination have retained their integrity of location, design, setting, materials, workmanship, feeling and association, as set forth in the MPDF. As part of the park and boulevard system, Gladstone Boulevard and Armour Boulevard represent the work of George E. Kessler. Each of these boulevards have maintained their original intent, function, width, circulation patterns and plantings that have evolved, or grown organically, over time (of course, through time, there have been replacements of trees, etc., due to age and attrition). Today, these boulevards provide an almost seamless transportation route, in spite of the number of interstates that ring and sometimes bisect the city. Additionally, Gladstone Boulevard features contributing civic embellishments (described in the narrative, above). Like the boulevards, these features have retained integrity and therefore their historic significance.

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Commercial Corridors

As stated in the MPDF, “[w]ithin the Parks System Commercial Corridors are boulevards that run through areas of the city that are of predominantly commercial uses.” For the purpose of this nomination, there are two boulevards that are considered Commercial Corridors: Broadway and Independence boulevards.¹⁹

Broadway Boulevard: 0.3 miles; 3.6 acres (Various acquisition dates beginning in 1902; Non-Contributing Structure. Photograph 41)

Broadway Boulevard (Figure 24) is an important north-south connection from Penn Valley Park/31st Street on the north to Armour Boulevard on the south and is considered a Commercial Corridor. Broadway Boulevard is a heavily traveled commercial corridor due to this the boulevard appears as a typical commercial roadway.

Broadway's approximate one hundred foot right-of-way contains a six-lane and seventy-one foot wide roadway with twelve to fifteen foot wide sidewalks. Low and mid-rise commercial and multi-family structures have been built out to the right-of-way line, sidewalks are in place from the back of curb to building face throughout much of the boulevard. Consequently, there are minimal older street trees with the exception of a few locations where freestanding buildings are set back from the right-of-way.

Independence Boulevard: 0.8 miles; 9.3 acres (Acquisition 1895-1897; Contributing Structure. Photograph 42)

Independence Boulevard (Figure 25) is a four-lane roadway, which begins at Woodland Avenue on the west continues east to Benton Boulevard and is considered a Commercial Corridor. The typical cross section is a sixty-foot wide roadway with eight to ten-foot grass verges and six-foot walks. Independence Boulevard is primarily lined by commercial development with some multi-family residential along its entire length. The single row of trees and grassed strips are the only elements that seems to set this apart from other commercial roads within the city.

Registration Requirements

As designed during the period of significance, Commercial Corridors must retain their integrity of location, design, setting, materials, workmanship, feeling and association. As part of the park and boulevard system, these Corridors represent the work of George E. Kessler. Of the two Commercial Corridors included in this nomination, only Independence Boulevard has maintained the majority of its original intent, function, width, circulation patterns and plantings that have evolved over time (mainly due to the use of rows of trees for other parts of the system). However, should the physical character of the boulevard's design, landscape, circulation patterns, or its associated

¹⁹Millstein and Novick, MPDF, F12.

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features change, these modifications may result in creating a negative impact on the existing integrity.²⁰

List of Landscape Architects, Architects, Engineers, Artists, and Builders associated with the contributing resources included in "The Kansas Parks and Boulevards Historic District."²¹

Landscape Architects

Kessler, George E.
Wright, Henry
Hare and Hare

Architects

Magonigle, H. Van Buren
Sparks, Arthur L.
Delk, Edward B.
Van Brunt, John
John Williams and Company

Engineers

Harrington, Howard and Ash
Hoover, Joseph
Miles, David A.

Artists

Arnone, Salvatore
Hibbard, Frederick C.
Kitson, Theo A. R.
Proctor, Alexander
Dallin, Cyrus
French, Daniel Chester
Dreyer, Jorgen C.

Builders/Contractors

Bushman Construction Company

Other

WPA

Returned

²⁰Millstein and Novick, MPDF, F13.

²¹The names are listed in the order that they appear in the narrative. Those firms or individuals associated with the "non-contributing resources" can be found in the various parks and boulevards sections, above.

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Summary:

“The Kansas City Parks and Boulevards Historic District,” Kansas City, Jackson County, MO, is eligible locally for listing in the National Register of Historic Places under Criterion A and C in the area of Community Planning and Development and in the area of Landscape Architecture. Additionally, sections of the district are also eligible for Transportation, Entertainment/Recreation, Architecture and Art on their own merit and are discussed in the Elaboration section, below. The development of “The Kansas City Parks and Boulevards Historic District” specifically coincides with the historic context identified in “The Kansas City System of Parks and Boulevards MPDF, “The Work of George Edward Kessler and the Kansas City Parks and Boulevards System, 1887-1926.” Furthermore, additions to these resources such as park expansions and many of the buildings and sculptures identified as part of this system coincide with the context titled “The Next Generation of Kansas City’s Parks and Boulevards, 1927-1966.” Kansas City’s parks and boulevard system is traced to the work of landscape architect George E. Kessler (1862-1923). The initial network of parks and boulevards designed and implemented for Kansas City established the nucleus and foundation for the entire system and the city as a whole as it planned for the future, while guiding the design of the entire circulatory system that shaped Kansas City. According to the MPDF, “the park system was integrated with one of the principal goals of the City Beautiful—the monumental and scenic restructuring of the center of the city.”²² “The Kansas City Parks and Boulevards Historic District” as an entry is a continuation of Kessler’s 1893 framework for Kansas City, a comprehensive network that guided and coordinated urban growth, thus its significance in Community Planning and Development.²³ In Landscape Architecture, “The Kansas City Parks and Boulevards Historic District” as a whole is representative of the work of George Edward Kessler and later the firm of Hare & Hare, combining the natural and formal styles in park and boulevard design. Within “The Kansas City Parks and Boulevards Historic District” there are various parks and boulevards that are significant in other areas, as well. In transportation, “The Kansas City Parks and Boulevards Historic District” affords a connection to the overall boulevard system of roadways while providing the opportunity for a wide variety of activities such as sports, hiking, bicycling, and areas for picnics and community events, tied to the area of Entertainment/Recreation. In Architecture and Art, “The Kansas City Parks and Boulevards Historic District” features a variety of buildings, structures, fountains, memorials and sculpture, often the work of noted architectures, artists and engineers that enhance portions of the system. The historic district comprises seven parks including North Terrace (now Kessler) Park, West Terrace Park, Penn Valley Park, The Grove, The Parade, Drips and Budd Park connected by a series of seven boulevards including Independence, Gladstone, Linwood, Armour, The Paseo, East (now Benton), and Broadway. The period of significance is 1887-1966, as noted and defined in the MPDF document ““The Kansas City System of Parks and Boulevards.”

²²Cydney E. Millstein and Paul Novick, “The Kansas City System of Parks and Boulevards, National Register of Historic Places MPDF, November 1, 2013, E13.

²³Ibid, E7.

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Elaboration:

At the time George Edward Kessler and the Board of Park Commissioners presented the 1893 Report outlining a comprehensive park and boulevard system, Kansas City had only two small neighborhood parks, that of West Triangle Park, now Drips Park,²⁴ and Budd Park, both donated to the city. In the early 1890s, streets remained unpaved and were often muddy, and the rough, uneven topography made it difficult to traverse the city. The 1893 report, mainly written by August Meyer, Park Board President and Kessler, was subtitled "Embracing Recommendations for the Establishment of a Park and Boulevard System for Kansas City" addressed the need to correct the underdeveloped, haphazardly planned city. This system of parks and boulevards was needed in order for Kansas City to gain order to an indiscriminately organized city and, furthermore, develop a framework for the growth and development over the ensuing years, as the city moved west and south.

The Significance of the Kansas City Parks and Boulevards Historic District

The seven parks and seven boulevards included in "The Kansas City Parks and Boulevards Historic District" are not only significant for the role that they play in guiding the development and implementation of the extension of the system throughout the years, but more important stand today as the core of the entire system, while sustaining a complete circulation/transportation network. This historic district illustrates the melding of landscape architecture with the practicality of city planning, park development, street design and construction. The parks and boulevards included in "The Kansas City Parks and Boulevards Historic District" fall within the MPDF contexts "The Work of George Edward Kessler and the Kansas City Parks and Boulevards System, 1887-1926," and "The Next Generation of Kansas City's Parks and Boulevards, 1927-1966," as discussed in the MPDF "The Kansas City System of Parks and Boulevards."

The physical layout of Kansas City, Missouri, including its current system of parks, transportation routes and many of its individual neighborhoods owe its beginnings to George Kessler's 1893 report outlining a system of parks and boulevards for the city. The 1893 report, discussed at length in the MPDF "The Kansas City System of Parks and Boulevards" resulted in the city's circulatory system that survives today and continues to serve as the central means of transportation within the city.

As stated in the MPDF, "as outlined in Kessler's 1893 report, three major parks—North Terrace (today's Kessler Park), located in the northern section of the city, West Terrace and Penn Valley, in the western section of the city—were established. With Kessler,

²⁴ The Mulkeys deeded this .16 acre park to the city in 1882, but it wasn't until the Missouri Supreme Court held that this park, originally called West Prospect Triangle, established the precedent for the park system in 1890. As a result of this ruling, the city was able to assess taxes for park and boulevard purposes.

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Sidney Hare helped to envision what was originally a cow path into Cliff Drive, now a Missouri Scenic Byway, a six-and-one-half mile, winding roadway that meanders through North Terrace Park. In addition, several smaller tracks of land were reserved for The Parade, The Grove, and Budd Park (the latter by donation), in the eastern side of Kansas City and several neighborhood parks.”²⁵

Furthermore, “the 1893 system planned to link the larger parks—North Terrace, West Terrace and Penn Valley, as mentioned above—by almost ten miles of “parkways” including Independence (already in existence), Linwood, Armour, The Paseo and East (now Benton). Except for The Paseo, the parkways were designed with a standard width of 100 feet, with a 40-foot wide central roadway flanked by thirty feet of parking comprised of turf and three rows of trees, was proposed for the initial boulevards.”²⁶

While it is clear that the success of the park and boulevard system for Kansas City was due to Kessler’s comprehensive design, his legacy to Kansas City must include the work of the landscape architecture firm of Hare and Hare, thereby correlating to the context, “The Next Generation of Parks and Boulevards, 1927-1966,” as outlined in the MPDF. The groundwork laid by George Kessler and the members of the early park board made the system easy to maintain for the future. As such, S. Herbert Hare, who formed a firm with his father, Sidney J. Hare, remarked in 1952 that “Kansas City owes much to the vision and courage of the early members of the Park Board, and their consultant, the late George E. Kessler, and it is fortunate that standards they adopted have been maintained by succeeding boards.”²⁷

The impact of the Kansas City Parks and Boulevards system on community planning and development in Kansas City is extraordinary, in that in advance of the establishment of the planning profession, Kessler and the Board of Park Commissioners changed Kansas City from what was described as “unconsciously planned through the application of the congressional survey to an exceedingly difficult topography” to a community where a series of distinctive neighborhoods were joined together. “The real planning for the city as a whole,” Kessler stated, “was accomplished through the establishment and excellent maintenance of its parkways and boulevards.”²⁸ The landscape architecture firm of Hare and Hare continued this era of extraordinary planning during the Next Generation of Parks and Boulevards through 1966. Through the work of two generations of designers, the Kansas City Parks and Boulevards System improved and united the city and set the stage for future planning. The district, that represents the work of two master landscape architects who combined the American Romantic Style and the City Beautiful Movement, with the natural and

²⁵MPDF, E10.

²⁶Ibid, E11.

²⁷Ibid, E21.

²⁸George E. Kessler, “The Kansas City Park System and Its Effect on the City Plan,” *Good Roads* 13 (June 2, 1917), 322.

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varied topography of Kansas City, marks two chapters in the design legacy of Kansas City.

It is important to reiterate that “The Kansas City Parks and Boulevards Historic District” is significant in the area of Community Planning and Development as it established the nucleus and foundation for the entire system and the city as a whole as it planned for the future, while guiding the design of the entire circulatory system that shaped Kansas City. According to the MPDF, “the park system was integrated with one of the principal goals of the City Beautiful—the monumental and scenic restructuring of the center of the city.”²⁹ In addition, the District is significant in the area of Landscape Architecture as the city was transformed by implementing the natural and formal (City Beautiful) aspects of landscape design by prominent professionals working on from 1887-1966.

As stated in the Summary, there are sections of the district that are eligible in additional areas of significance. A few parks and all of the boulevards proved essential to the development of a transportation system throughout the city. Prior to the implementation of the system, Kansas City’s streets were planned on the grid system with a series of unpaved streets. Through the work of Kessler and then Hare and Hare, the difficult terrain was transformed into a system of picturesque drives and parkways that linked to the developing neighborhoods and parks and the downtown district. Following the natural and varying topography of Kansas City, Kessler instilled elements of the City Beautiful Movement throughout the system, a legacy of design that was carried forward by Hare and Hare.

Other areas of significance (Entertainment and Recreation, Architecture and Art) may apply to specific resources within the district, as noted in the following narratives. The history and significance of each of the parks and boulevards included in “The Kansas City Parks and Boulevards Historic District” are discussed below.

Community Parks

Community Parks are generally defined as larger than neighborhood parks and central to an area of several neighborhoods. While some are smaller in acreage, they provide a central park, of sorts, serving the adjacent and surrounding neighborhoods. All of the community parks included in this National Register Nomination were designed by George Edward Kessler and formed the core of the parks and boulevards system.

²⁹Cydney E. Millstein and Paul Novick, “The Kansas City System of Parks and Boulevards, National Register of Historic Places MPDF, November 1, 2013, E13.

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Significance of the Community Parks

North Terrace Park, Penn Valley Park, and The Parade represent three key parks that played an extraordinary role, not only in the overall development of Kansas City's park and boulevard system, but also in the formation and growth of the surrounding neighborhoods and the ensuing expansion of the entire city, as well. In addition to the areas of significance for the district as a whole (as outlined, above), these parks are also significant in the areas of Transportation, Entertainment/Recreation and Architecture and Art.

Two parks, North Terrace Park and Penn Valley Park, are significant in the area of Transportation. Cliff Drive, located in North Terrace Park is a Missouri Scenic Byway, one of only five in the state and provides a connection to other thoroughfares within the system. Additionally Penn Valley Drive a four-lane roadway that bisects Penn Valley Park in a north/south direction, and Penn Drive, a two-lane road that runs along the western edge of lagoon, flow into other portions of the system, as well. All three of these Community Parks afford varying opportunities for outdoor activities in the midst of the city, where hiking, picnicking, biking, walking and areas for community events are just a few of the options-thus significant in the area of Entertainment and Recreation. Additionally, these three parks are significant in the areas of Architecture and Art, as they display features that represent various styles of architecture and art that enhance the park in which they are placed.

Because of the loss of integrity of West Terrace Park, it does not appear to be eligible for listing due to the separation of the original park into three separate parcels by the construction of two interstate systems. As stated above in Section 7, the addition of a semi-professional ball field in Mulkey Park (part of the original West Terrace Park) has had a drastic impact on the intent and visual identity of this property.

North Terrace (Kessler) Park (Contributing Site. Photographs 1-8)

North Terrace Park, now Kessler Park, one of the major parks considered in the 1893 Parks Report, is considered a Community Park. As described in the MPDF, "Community Parks are generally defined as larger than neighborhood parks and central to an area of several neighborhoods. While some are smaller in acreage, they provide a central park, of sorts, serving the adjacent and surrounding neighborhoods."³⁰ North Terrace Park, designed in the American Romantic Style, combines natural outcroppings with Cliff Drive (Figures 4 and 5), a two-lane, 6.5 mile roadway listed as a Missouri State Scenic Byway,³¹ which runs the entire length of the park, connecting Scarritt Point on the east with Prospect Point on the west. The history of the development of North Terrace Park begins in 1885 when Kansas City acquired Prospect Point, a 5.5-acre tract from Jackson County. Subsequently in 1893, Kessler prepared plans for this park

³⁰Millstein and Novick, MPDF, F4.

³¹Cliff Drive was officially designated as a State Scenic Byway, one of only five in the state of Missouri, on June 2, 2000.

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sited on the bluffs in the northeastern section of the city. Condemnation of the land for North Terrace Park occurred in 1895, closely followed by opposition to its development. Other acquisitions of land for North Terrace Park took place through 1912 and Cliff Drive was extended to its eastern terminus in 1931, coinciding with "The Next Generation of Parks and Boulevards, 1927-1966." Per Kessler's design, the park was to remain natural in appearance; few stairways or improvements to the forested park were made. In honor of George Kessler, North Terrace Park was renamed in 1973 after the noted landscape architect.

Within North Terrace Park, there are a number of contributing (described above in Section 7) features, to include:

- The Colonnade (Figure 6): Designed by Henry Wright in the Beaux Arts style in 1906 and completed in 1908. It is representative of the City Beautiful Movement as a formal, well-sited architectural frontispiece, which anchors a prominent intersection adjacent to North Terrace Park.
- The Concourse: Designed by George Kessler (by attribution) in 1906.
- *The John F. Kennedy Memorial*: This memorial replaced a fountain, placed at the center of the Colonnade, in 1965.
- Indian Mound: Examined in 1923 at the request of William C. Scarritt, President of the Board of Park Commissioners, it was determined that the mound is associated with Native Americans. Due to natural erosion and some disturbance by the public, the mound was "restored" by adding soil and creating a trench at the Mound's edge by the WPA in the amount of \$200,000.
- Cliff Drive Arch Bridge, designed by the noted engineering firm of Harrington, Howard and Ash, 1920.
- Cliff Drive, designed by George Kessler with assistance from Sidney J. Hare, 1905.

West Terrace Park (Non-contributing Site. Photographs 9-14)

George Kessler recommended West Terrace Park (Figure 7) in the 1893 Report as a stretch of park from Sixth Street on the north to Seventeenth Street on the south adjacent to the West Bluffs overlooking the West Bottoms industrial area. As with North Terrace Park, West Terrace Park was the focus of a Supreme Court ruling in favor of the park's establishment. It was the last of the "triad" of large parks outlined in the 1893 Report to be acquired by the City of Kansas City, Missouri. Acquisition of land was from 1903 (Eighth to Seventeenth streets) to 1920. Later, in 1930, Clark's Point at 7th and

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Kersey Coates Drive became the official name for that plot of land. In 1941, the WPA with the Park Board constructed a circular area at 8th and Jefferson streets that included a park, playground and parking area. During this decade, Mulkey Square (Figure 9) was completed (WPA) and Case Park (totaling an additional 1.5 acres) was established as part of West Terrace Park at Tenth and Jefferson streets. The landscape architecture firm of Hare and Hare enhanced Case Park in 1951 with a seating terrace (Figure 8).

Major changes to West Terrace Park occurred in 1966 when Interstate-35 was created. This major interstate required the condemnation of significant portions of the park, mostly at the western boundary, which resulted in the removal of all of Kersey Coates Drive and a large section of Mulkey Square. Later, several alterations to circulation paths, sidewalks, and tennis courts, the addition of modern shelters and lighting significantly modified West Terrace Park, making it a non-contributing site. The last major change to West Terrace Park was the result of the construction of Interstate-670, which lasted from 1968-1991. The result destroyed the continuity of the original stretch of parkland, further slicing away Kessler's original design for West Terrace Park.

Despite the modifications described above, there are a number of contributing features that have survived in West Terrace Park, to include:

- The Terrace and Steps: Designed by George Kessler, 1906. This limestone structure features twin pyramidal roofed towers, flanking a viewing platform and series of stairways which originally reached Kersey Coates Drive, eliminated by the construction of I-35. While the lower section of the Terrace is no longer extant, it still retains the majority of its integrity.
- Retaining Wall and picnic tables: Designed by the WPA. Constructed in limestone c. 1941.
- Observation Circle and Lower Terrace: Designed by the WPA in 1941.
- Seating Terrace: Hare and Hare, 1951. Constructed in limestone.
- *James Pendergast Memorial*: Designed by Fredrick C. Hibbard, 1913. Moved from Mulkey Square in 1993. While it was moved from the Mulkey Park portion of West Terrace Park, the new site is virtually identical to the former site and faces the same direction, amidst trees.

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Penn Valley Park (Contributing Site. Photographs 15-19)

Condemnation for Penn Valley Park began at the turn of the 19th century when in 1904, several hundred houses that were perched on a site known as Vinegar Hill and reached by a series of boardwalks were razed. Over the course of twenty-two years, four large tracks of land were acquired, the last or fourth in 1926. In his account of the Penn Valley area, Kessler observed that the features of Penn Valley "has extensive interior views offer board rolling prairie...that and the endless succession of hills beyond...give variety such as few cities could possibly obtain."³² Kessler also noted that the highly picturesque Feld Park featured a lake that could be enlarged and improved.

Unlike North Terrace and West Terrace Parks, the establishment of Penn Valley Park (Figure 10) was greatly supported by nearby property owners. Yet because of the overall condemnation cost, coupled with that of West Terrace Park, an anti-park organization called the Taxpayers League was vehemently opposed to the plan. Their efforts, however, were not successful and by 1904, Penn Valley Park began to take form. According to landscape historian Deon Wolfenbarger, Kessler's proposed (initial) plan for the park was not adhered to in the final form, with the exception of the main drive-the old route to the town of Westport.³³

While some of the original features of the park such as natural gas lamps and a playground gymnasium are no longer extant, there are a number of outstanding structures and sculptures that enhance the landscape. These contributing resources include:

- *Pioneer Mother Memorial*: Alexander Proctor with Wight and Wight, 1927. A gift from Howard Vanderslice, member of the Kansas City Arts Commission. (Figure 13)
- *The Scout*: Cyrus E. Dallin (with WPA), 1915. Designed for the Panama-Pacific Exposition in San Francisco. On the return east, The Scout was exhibited in Penn Valley Park. With local money, the statue was purchased and dedicated in 1922. (Figure 14)

³²Report of the Park and Boulevard Commissioners of Kansas City, MO: Embracing Recommendations for the Establishment of a Park and Boulevard System for Kansas City, Resolution of October 12 1893, First Report. Kansas City: Hudson-Kimberly Publishing Company, 1893, 41.

³³ Deon Wolfenbarger, "Historic Resources Survey of the 1893 Parks & Boulevard System, Kansas City, Missouri, 1988. See section on Penn Valley Park (the survey forms are not paginated).

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- *The Hiker*. Theo A. R. Kitson, 1947. Commemorates the veterans of the Spanish-American War, the China Relief Expedition and the Philippine Insurrection.
- The Lagoon and Dam: Designed by George Kessler, 1906 (Figure 12).
- Stone Arch Bridge: Designed by Bushman Construction Company, 1949-1950.

The Parade (Contributing Site. Photographs 20-22)

Used as a former circus ground, land for The Parade was acquired in 1900. It was originally known as the Gates and Kendall Tract. As early as 1893, the Board of Park Commissioners looked for suitable grounds that could be used "for the drilling and parade of local military organizations, as well as for large outdoor demonstrations, public gatherings and sports."³⁴ This level tract of land became The Parade (Figures 15 and 16), designed by George Kessler in 1899-1900. His plan included an oval track, a public bath (replaced in 1940 by the Paseo Community center, no longer extant), curving paths and stone stairs. In addition, a stable and barn and a general operating plant and machine shop were constructed. From 1942-1943, soldiers on leave could stay in a tent at The Parade while in Kansas City.

While the original bathhouse has been replaced, there is one historic feature that remains (as mentioned above, the Park Management Building, listed in the NR, is not included in the overall resource count). The contributing resource includes:

- Stone Stairs: George E. Kessler, 1906.

Neighborhood Parks

The Neighborhood Parks and Playgrounds serve local residents, the larger catering to all age groups with the smaller parks primarily for children. A few small parcels are commemorative in nature. The following Neighborhood Parks, like the Community Parks described above, are part of initial framework of the parks and boulevards system. George E. Kessler was the designer of The Grove, while Budd Park and Andrew Drips Park were donated to the City of Kansas City, Missouri, and are minimally designed.

Significance of the Neighborhood Parks

In addition to the areas of significance for the district as a whole (as outlined in the Summary, above), Budd Park and Andrew Drips Park are significant in the areas of Entertainment and Recreation and Architecture and Art. These two parks played a key role, in the overall development of Kansas City's park and boulevard system and had

³⁴Wolfenbarger, "Historic Resources Survey of the 1893 Parks & Boulevard System," Section on The Parade.

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an impact on city planning as a whole. Andrew Drips Park is the oldest park in the entire Kansas City Park and Boulevard System and "it's acceptance by the city established the legal prerequisite for assessing taxes for park purposes whereby a park system serving the entire community could be planned and built."³⁵ Budd Park was the second park to be donated to the city after Drips Park. The presence of these Neighborhood Parks in Kansas City affords varying opportunities for outdoor activities in the midst of the city, such as picnicking, walking and areas for smaller community events and leisurely activities (and in some instances, team sports). Budd Park and Andrew Drips heralded the park movement in the city. The individual contributing features that are part of the parks represent various styles of architecture and art that often enhance the park in which they are placed. These features are discussed below.

Due to the overall loss of historic integrity (landscaping and original buildings and structures) The Grove does not appear to be eligible for listing in the National Register of Historic Places.

The Grove (Contributing Site. Photographs 23 and 24)

Referred to in the 1893 Report as Walnut Grove due to its large stand of native Walnut trees, George Kessler recommended the area at Fifteenth and Walrond Avenue for local use. "The improvement of this land into a small pleasure-ground will materially add to the beauty of the East (now Benton) Boulevard."³⁶ Initially functioning as a respite simply for its beauty, its improvement paralleled the development of East (Benton) Boulevard and the overall growth of the city. Early on, Kessler observed that, "the ground is already well wooded. Its improvement would be simple in form; including walks, arranged to lead through shady groves, and possibly some interesting plantation of flowering shrubs around the borders of the property and the construction of convenient entrances, and perhaps passages through the ground."³⁷

Kessler added trees and shrubs to the existing, natural landscape, in addition to a water garden feature where the creek channel was located. Then in 1911, Kessler prepared a "General Improvement Plan" where a children's wading pool was to be placed at the western section of The Grove. A public bath, designed by Wilder and Wight in 1912 in the Italian Renaissance Revival style was constructed (no longer extant) and later, a ball field, tennis courts, a pergola and flower beds completed the scheme for The

³⁵ Tourbier and Walmsley, et. al., 131. The report also states that, "Drips Park created the precedent for city parks and a separate taxing authority to support them."

³⁶ *Report of the Park and Boulevard Commissioners of Kansas City, MO*, 59.

³⁷ *Ibid*, 67. Kessler stated in the report that Walnut Grove is shown in outline on the drawings as reservation "H". His description of the land certainly illustrated the appeal.

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Grove.³⁸ Many of these original features have been replaced over time in their respective historic locations with modern facilities.

There are no historic features extant in The Grove.

Budd Park (Contributing Site. Photographs 25-27)

Budd Park, donated by Azariah Budd (20 acres) in 1891 before the existence of the Board of Park and Boulevard Commissioners. In 1901, Azariah's widow donated approximately 4 acres and one year later, two additional acres were acquired through condemnation. While there does not appear to have been a "formal" design for Budd Park, Kessler took interest in the park as indicated in the 1914 Park Report. He had, however, designed the formal limestone steps at the northeast corner of the park that remain a signature feature today. Budd Park is illustrated in the 1893 Park and Boulevard System map.

A frame shelter house, designed by John and Adriance Van Brunt, was built for the park and later replaced by the present stone building designed by Edward Buehler Delk and constructed in 1928 (Figure 17). At one time, Budd Park maintained a court and used for over 20 years, often by the Missouri Valley Annual Roque Tournament.³⁹

Contributing features of Budd Park include:

- Shelter House (Shelter No. 1): Edward Buehler Delk, 1928. Designed in the Arts and Crafts Movement, this shelter remains in good condition and has retained the majority of its historic integrity.
- Stone Stairs: George E. Kessler, 1904. These prominent stairs appear to be a signature feature by Kessler within several of the parks.

Andrew Drips Park (Contributing Site. Photograph 28)

In 1882, William and Catherine Mulkey deeded .16 acres to the City of Kansas City for park purposes. Originally called West Prospect Triangle Park, this tiny strip of land was recognized in 1890 as Kansas City's first park and remains the same size today, as it was when it was donated. It was renamed Andrew Drips Park in 1951 in honor of Catherine Mulkey's father, who was a scout and fur-trader. A memorial to Andrew Drips (1789-1860), designed by landscape architects Hare & Hare in 1950, stands at the south end of the park. It was dedicated in 1951.⁴⁰

³⁸Wolfenbarger, "Historic Resources Survey of the 1893 Parks & Boulevard System," Section on The Grove.

³⁹Ibid, Section on Budd Park.

⁴⁰Tourbier and Walmsley, Inc., Architectural & Historical Research, LLC; Theis Doolittle and Associates, Inc. "Landscape Architectural/Historic Survey of Parks and Boulevards, 1893-1940, Kansas City, Missouri." 1994, 128-132.

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The contributing feature of Andrew Drips Park includes:

- *Andrew Drips Memorial*: Hare & Hare, 1950-1951. The memorial's inscription reads, in part: Andrew Drips Park, Kansas City's First Park. The Keystone of our park system. Given to the city by William and Catherine Drips Mulkey. May 5, 1882. In honor of Andrew Drips.

Boulevards

The boulevards included in this National Register nomination comprise The Paseo, Linwood, Benton, Gladstone, Armour, Independence and Broadway. As defined in the MPDF, The Paseo, Linwood and Benton are considered Intra-Neighborhood Connectors; Gladstone and Armour are Major Residential Main Streets; and Independence and Broadway are Commercial Streets. George E. Kessler was responsible for the initial design of these boulevards, included in the 1893 map of the Park System. All of the boulevards in this nomination meet Kessler's four requirements for the design of boulevards, as defined in the MPDF on page E12.

Intra-Neighborhood Connectors

These boulevards to include The Paseo, Linwood and Benton "serve as the backbone of Kansas City's Parks and Boulevards System" as stated in the MPDF. Furthermore, the MPDF states that, "these roadways, serving a large swath of the city, east to west and north to south, combine two types of landscape design; the City Beautiful and the American Romantic Style."⁴²

Significance of the Intra-Neighborhood Connectors

As discussed in the MPDF, the Intra-Neighborhood Connectors, including The Paseo, Linwood Boulevard and Benton Boulevard represent one of the earliest attempts at city planning in Kansas City and were designed not only to link to the parks and to provide pleasurable drives but to also direct the residential growth and property values within the city. Both objectives were accomplished.⁴³ They survive as remarkable examples of Kessler's vision for the city and its outlying neighborhoods.

In addition to the areas of significance for the district as a whole (as outlined in the Summary, above), these Intra-Neighborhood Connectors are also significant in other areas including Transportation and Architecture and Art. The Paseo, Linwood and Benton provide a connection to other thoroughfares within the system and continue to this day to be major north/south and east/west traffic routes. As the "Historic Resources Survey of the 1893 Parks and Boulevard System" notes, Benton Boulevard and its

⁴¹Millstein and Novick, MPDF, F7

⁴²Ibid, F8

⁴³MPDF, F8.

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southerly continuation received early praise as "one of the magnificent thoroughfares of the east side" and for its scenic qualities: "a beautiful perspective is obtained looking to the south, where the eye rests upon a line of hills."⁴⁴ These roadways, serving a large swath of the city, east to west and north to south, combine two types of landscape design; the City Beautiful and the American Romantic Style.⁴⁵

Furthermore, individual structures that are featured on The Paseo and Linwood Boulevard are representative of various styles of architecture and art that enhance the boulevard in which they are placed. Features along these boulevards include the Pergola between 10th and 11th streets along The Paseo and the Traffic Signal at Linwood Boulevard and The Paseo, to name a few.

The Paseo (Contributing Structure. Photographs 29-33)

Named for the Paseo de la Reforma in Mexico City, The Paseo was designed by George Kessler in 1893. Extending from 9th Street to 18th Street, The Paseo stretches .75 miles. The Paseo replaced an area of slums with "a chain of small parks containing formal sunken gardens, fountains, pergolas and floral patterns."⁴⁶ Acquisition of land for this portion of The Paseo occurred from 1896-1897 and in 1898, the derelict houses were razed. The implementation of Kessler's plan from 9th Street to 18th street was completed by the turn-of-the-century.

Contributing features of The Paseo include:

- *The August Meyer Memorial*: Designed by Daniel Chester French (NY) in 1909. Named in honor of August Meyer, the first president of the parks and boulevards commissioners, this memorial statue is the creation of one of America's best known early 20th century sculptors and was the first to be placed in a Kansas City Park. (Figure 18)
- The Pergola: Designed by John Van Brunt in 1900. This limestone structure, stretching over three varying levels between Tenth and Eleventh Street, is representative of the American Romantic Style. Multiple, fluted columns support a latticed wood roof, which provides shade and shelter. (Figure 19)
- Twelfth Street Terrace: Designed by John Van Brunt c. 1890s. Constructed of quarry-faced limestone, this circular retaining wall embellished by pilasters, also features *The William Fitzsimons Memorial Fountain* (see below).

⁴⁴D. M. Bone. *The Annual Review of Greater Kansas City Illustrated*, 11.

⁴⁵MPDF, F8.

⁴⁶Ibid, E13.

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- *The William Fitzsimons Memorial Fountain*: Designed by John Van Brunt in 1918 and Jorgen C. Dreyer, 1922. This 12-foot high memorial is constructed of Dakota limestone and features an inscribed panel, carved pilasters and a lion's head spout at the fountain basin, now missing.

Linwood Boulevard (Contributing Structure. Photograph 34)

Stretching on an east/west axis, Linwood Boulevard, as designed by George Kessler in 1893, extends from Lydia Avenue to Benton Boulevard. Kessler recommended that, "Linwood Boulevard be adopted as a boulevard, after widening it to 100 feet from the intersection of East Boulevard (Benton) to Lydia Avenue."⁴⁷ The initial acquisition of Linwood Boulevard began in 1899, actually a bit further west from Troost Avenue to Benton and one year later, further west, again to Gillham Road.

Contributing feature of Linwood Boulevard includes:

- The Traffic Signal at Linwood and The Paseo: Designed by Edward B. Delk, 1932. The cut-stone Art Deco icon is the only traffic signal of its kind in Kansas City. (Figure 20)

Benton Boulevard (Contributing Structure. Photograph 35)

Referred to as East Boulevard in the 1893 Report, this Intra-Neighborhood Connector was renamed Benton Boulevard after Thomas Hart Benton, a Missouri Senator. As originally planned it was the major north/south route on the city's east side, connecting Independence/Gladstone boulevards on the north with Linwood Boulevard on the south. In the 1893 report, Kessler and the Park Commissioners were planning ahead they described East Boulevard as a connection to Linwood, then beyond the city limits.⁴⁸ The varied topography and exiting conditions along this route made the construction of Benton Boulevard a bit complicated, so that the roadway took turns to the east at north of 15th Street and then back to north from Walrond. Avenue where The Grove (park) was to be implemented.⁴⁹ The first portion of Benton, stretching 2.9 miles, was completed in 1909. There are no features, contributing or non-contributing, sited on this portion of Benton Boulevard, for the purposes of this nomination.

Major Residential Main Streets

As described in the MPDF, the Major Residential Main Streets provide connections to the Intra-Neighborhood Connectors (see above) and/or parks. The two Major Residential Main Streets included in this nomination are Gladstone Boulevard and Armour Boulevard, designed by George Kessler and recommended in the 1893 Report.

⁴⁷ Walmsley, et. al., Vol. II, 678.

⁴⁸ Wolfenbarger, Section on Benton Boulevard.

⁴⁹ Ibid.

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Significance of Major Residential Main Streets

In addition to the areas of significance for the district as a whole (as outlined in the Summary, above), these Major Residential Main Streets are also significant in other areas including Transportation and Architecture and Art. They survive as connections to the Intra-Neighborhood Connectors and other portions of the parks and boulevards district. In the area of Architecture and Art, Gladstone contains two contributing features that enhance the boulevard: The Gladstone Bridge represents a unique type of bridge and the memorial tribute to Sen. Thomas Hart Benton is the work of a master, John Van Brunt.

Gladstone Boulevard (Contributing Structure. Photographs 36-39)

“Gladstone Boulevard (Figures 21 and 22) was the first boulevard developed and constructed under the control of the Board of Park Commissioners.”⁵⁰ Initially, Gladstone was designed to be part of Independence Boulevard, but later became a separate connection.⁵¹ Acquisition of land for Gladstone began in 1895 followed in 1901 and 1912. The 2.82-mile stretch of Gladstone Boulevard was all but complete by 1914.

Contributing features of Gladstone Boulevard include:

- Gladstone Bridge over Anderson Avenue: Designed by Joseph W. Hoover with David A. Miles from the Wrought Iron Bridge Company; completed in 1898. This steel arch span with period lighting and benches was renovated in 2005.
- *Thomas Hart Benton Memorial*: Dedicated to the United States Senator (from 1820-1850), the seven foot tall monument (4-ton granite boulder) was designed by John Van Brunt with John Williams & Co (plaque).

Armour Boulevard (Contributing Structure. Photograph 40)

Acquisition for Armour Boulevard, originally referred to as Commonwealth Avenue, a 1.25-mile roadway bounded by Broadway on the west and The Paseo on the east, occurred in 1899. One year later, the Park Board named this Major Residential Main Street Armour, after Simeon B. Armour, an officer of the famed meatpacking industry of the same name and member of the first official Board of Park and Boulevard Commissioners. Along with Benton, Gladstone and Linwood Boulevards, Armour (Figure 23) is an example of the “standard 100-foot boulevard recommended by Kessler and adopted by the first Board of Park Commissioners in 1893.”⁵² There are no

⁵⁰ *A Legacy of Design*, 193. The portion from Independence Boulevard to Monroe Avenue

⁵¹ Ibid.

⁵² Walmsley, Vol. 11, 512.

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features, contributing or non-contributing, sited on Armour Boulevard, for the purposes of this nomination.

Commercial Corridors

As stated in the MPDF, “[w]ithin the Parks System Commercial Corridors are boulevards that run through areas of the city that are of predominantly commercial uses.” For the purpose of this nomination, there are two boulevards that are considered Commercial Corridors: Broadway and Independence boulevards.⁵³

Significance of Commercial Corridors

In addition to the areas of significance for the district as a whole (as outlined in the Summary, above), Independence Boulevard is also significant in the area of Transportation. In planning the boulevard system, George Kessler felt that the gridiron street system already in place in Kansas City did not lend itself to a “picturesque driveway system.”⁵⁴ Although he didn't attempt to change the gridiron system, he felt that “the great north [Independence and Gladstone Boulevards] and south parkways have sufficient change in alignment and grade to largely obliterate the impression of formal lines, giving very fine picturesque drives and still directly in the line of travel to and from the business city.”⁵⁵ In addition, Independence Boulevard, as a Commercial Corridor, remains a major connector to the central business district of Kansas City.

Due to modifications in 1988, Broadway Boulevard has not retained its integrity and therefore its significance.

Independence Boulevard (Contributing Structure. Photograph 42)

Prior to the issue of the 1893 Parks and Boulevard Report, Independence Avenue (Figure 25) was the subject of design and legal work. A 3.4 miles route from 9th and Grove Streets to Fairview Avenue was proposed and adopted by City ordinance.⁵⁶ Then, in the 1893 Report, Independence was described as “already 80 feet wide and practically all, if not actually all, the property fronting upon it...is of considerable depth and beautiful.”⁵⁷ Today, Independence Boulevard, separate from Independence Avenue to the east, is bounded by Woodland Avenue on the west and Benton Boulevard on the east, thereby connecting to The Paseo and Gladstone Boulevard, respectively. It is approximately .96 miles in length. There are no features, contributing or non-contributing, sited on Independence Boulevard, for the purposes of this nomination.

⁵³ MPDF, F12.

⁵⁴ George E. Kessler, “The Kansas City Park System and Its Effect on the City Plan,” *Good Roads* 13 (June 2, 1917), 322.

⁵⁵ As quoted in: Deon K. Wolfenbarger, “Historic Resources Survey of the 1893 Parks & Boulevard System, Kansas City, Missouri,” Section on Independence Boulevard, n.p. This quote, more than likely, came from Kessler’s 1893 Report.

⁵⁶ Wolfenbarger, section on Independence.

⁵⁷ 1893 Report, 35. It was also stated that Independence was destined to become an important west and east business street.

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Broadway Boulevard (Non-Contributing Structure. Photograph 41)

Historically, Broadway Boulevard (Figure 24) always has been a Commercial Corridor. Stretching from approximately 31st Street, south to Armour Road, as illustrated in the 1893 Map of the Park and Boulevard System, this section of Armour was acquired in 1902 and completed in 1903.⁵⁸ Plans for this section of Broadway, by George Kessler, was altered in 1988 when contemporary improvements were made. These improvements were inappropriate for the context of the boulevard and therefore impacted the overall integrity of the boulevard. There are no features, contributing or non-contributing, sited on Broadway Boulevard, for the purposes of this nomination.

Conclusion

“The Kansas City Parks and Boulevards Historic District” includes seven parks and seven boulevards that when implemented, guided development of the park and boulevard system for Kansas City throughout the years. Seen as the initial network of parks and boulevards designed and implemented for Kansas City, the parks and boulevards included in the historic district established the nucleus and foundation for the entire system—thus the city as a whole—as it planned for the future, directing the design of the entire circulatory system that shaped Kansas City. The parks and boulevards included in the Historic District proved to be vital links that set the stage for how the system was added to and further developed throughout the years. It became a community planning tool that shaped the city, as well as a landscape architectural foundation that was followed in the ensuing years of additional design and implementation. The Community Parks are central to an area of several neighborhoods, while the Neighborhood Parks serve local residents, the larger catering to all age groups with the smaller parks primarily for children. A few small parcels are commemorative in nature. A series of boulevards including Intra-Neighborhood Connectors, Major Residential Main Streets and Commercial Corridors connect to the parks within district, forming a unified system that stretches to the bluffs overlooking the Missouri River at the north and west, to Midtown’s rocky ledges at the southern end, to a wide pleasure drive, meandering through residential neighborhoods on the east. As Kansas City has unduly sprawled through the years and is now bisected with major Interstate systems, it is important to note that the parks and boulevards included in this nomination affords not only an opportunity to traverse the city by way of an interconnected system of “pleasure drives,” but also to experience a variety of architecture, sculpture and structures that, due to their overall design, material and unique expressions covering a wide range of styles, further enhance and contribute to this enduring landscape.

⁵⁸ North of 31st Street near the concrete bridge featured in Penn Valley Park, Broadway changes to Penn Valley Drive, which continues to 26th Street. At that point the street becomes West Pennway.

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The Kansas City Parks and Boulevards Historic District
Name of Property
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The Kansas City Parks and Boulevards Historic District
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National Register Bulletin 18

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Returned

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The Kansas City Parks and Boulevards Historic District
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Verbal Boundary Description

The Kansas City Parks and Boulevards Historic District (Figure 1) is located in Kansas City, Jackson County, Missouri. The Historic District is generally bounded by the Missouri River on the north, State Line on the west, Hardesty Avenue on the east and Armour Boulevard on the south.

Boundary Justification

The nominated properties within the Kansas City Parks and Boulevards Historic District include the entire parcels historically associated with each individual property, as described in Section 7, above.

Returned

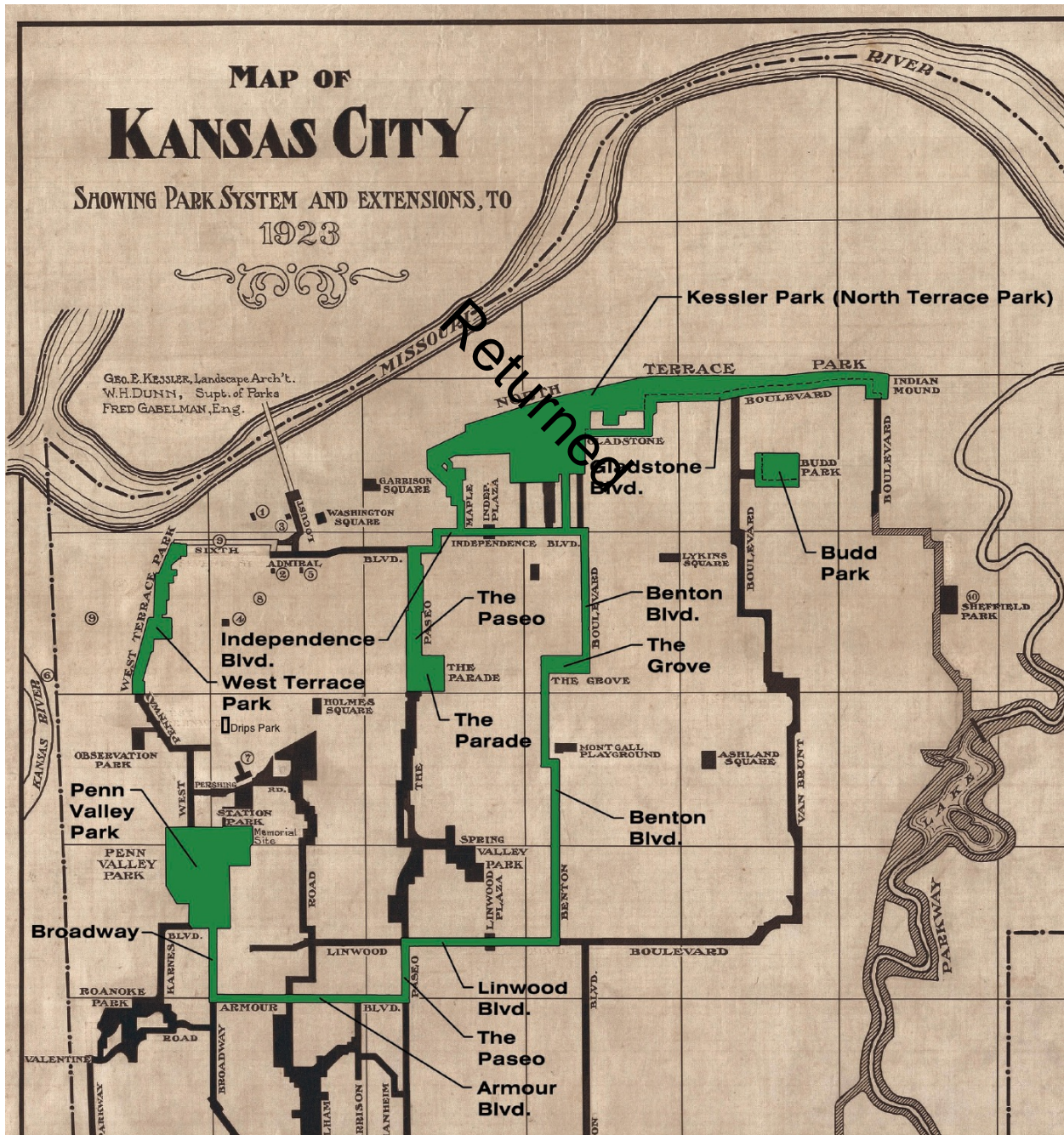
National Register of Historic Places
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Section number Figures Page 43

The Kansas City Parks and Boulevards Historic District
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Note: All figures courtesy Missouri Valley Room, Special Collections, Kansas City Public Library unless otherwise noted.

Figure No.1: The Kansas City Parks and Boulevards Historic District (Overlaid on a 1923 Map of the Parks and Boulevards System.) Source of 1923 Map: Archives, Kansas City Parks and Recreation Department



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The Kansas City Parks and Boulevards Historic District
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Figure No. 2: George Edward Kessler.

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The Kansas City Parks and Boulevards Historic District
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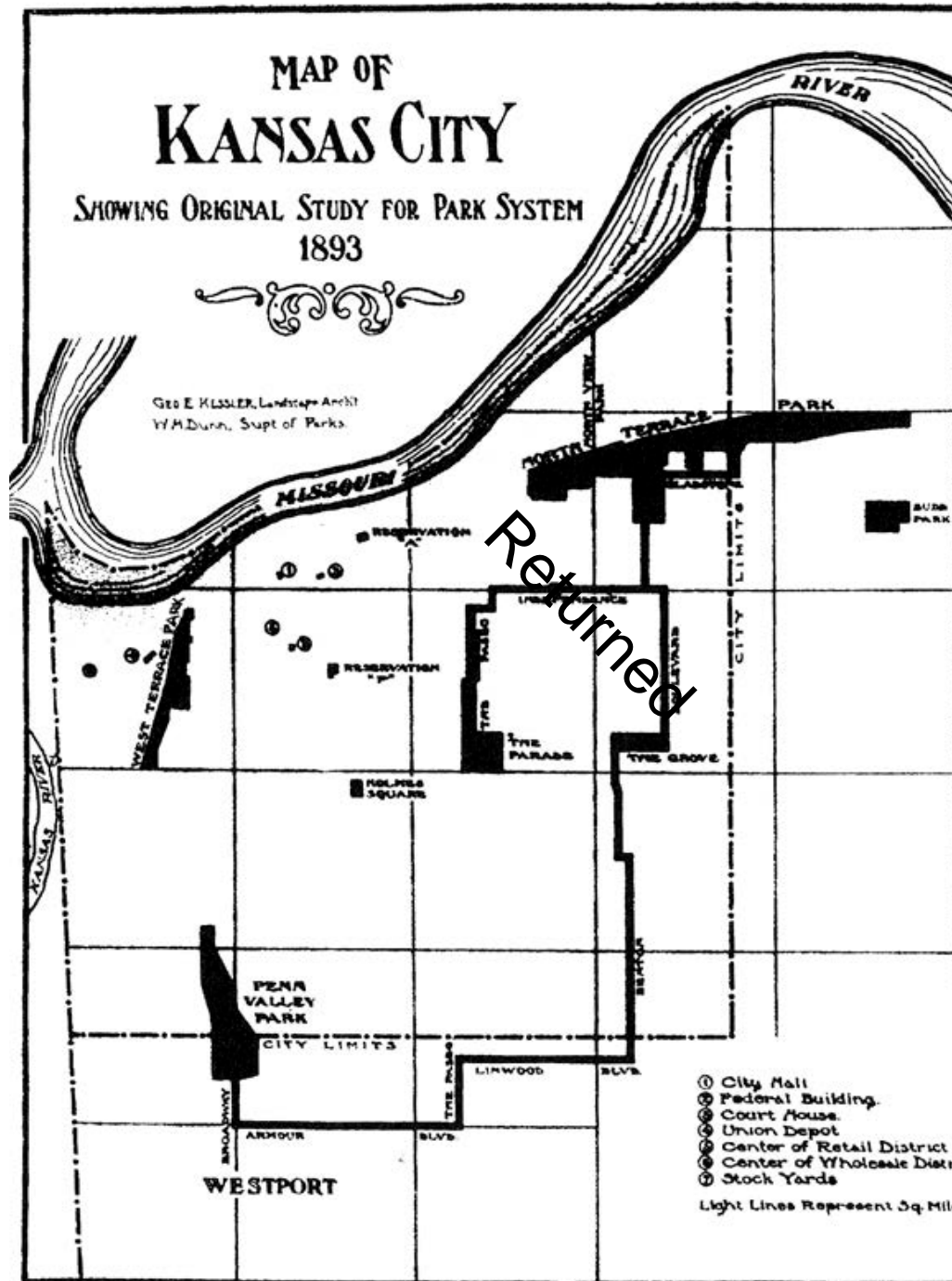


Figure No. 3: Map of Kansas City Showing Original Study for Park System, 1893. Source: Archives, Parks and Recreation Department, Kansas City, MO

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Figure No. 4: Cliff Drive, 1903.



Figure No. 5: Cliff Drive, 1938.

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Figure No. 6: The Colonnade at North Terrace (Kessler) Park, 1945.

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The Kansas City Parks and Boulevards Historic District
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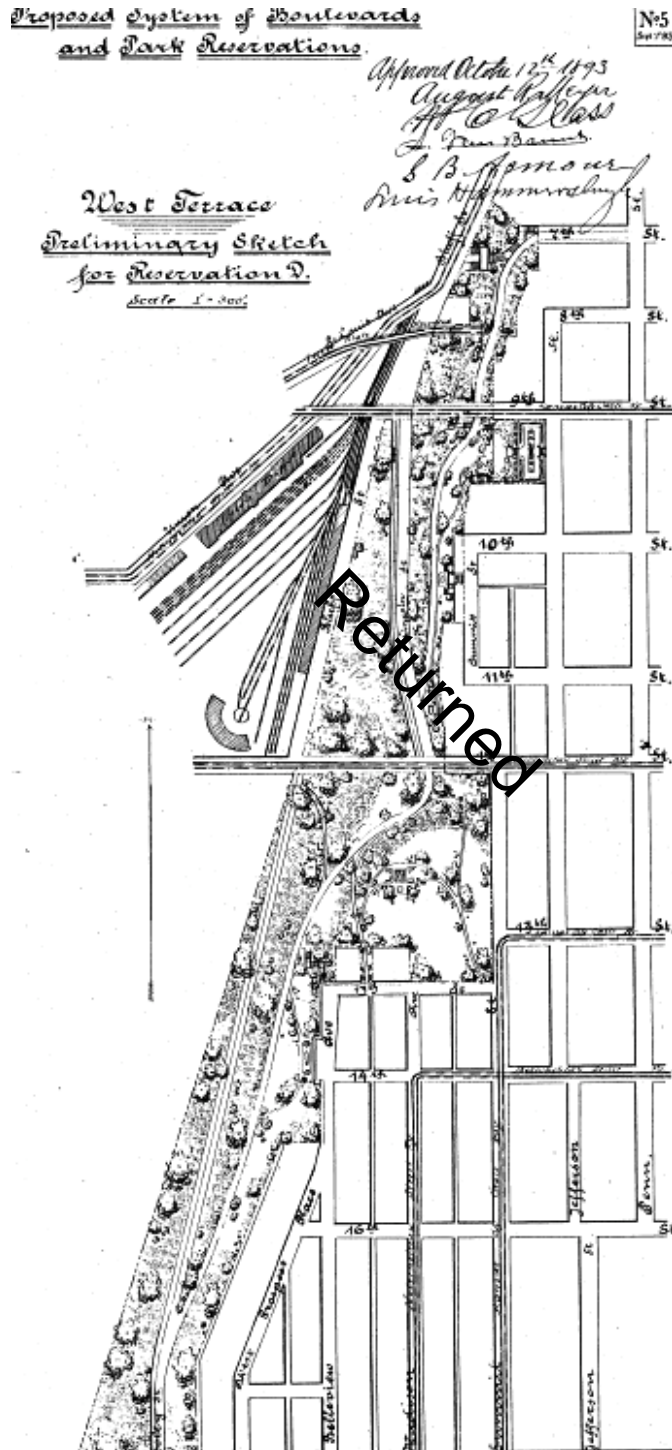


Figure No. 7: West Terrace Preliminary Sketch, 1893.

National Register of Historic Places
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The Kansas City Parks and Boulevards Historic District
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Figure No. 8: West Terrace at the Terrace, 1938.



Figure No. 9: Mulkey Park, 1942.

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The Kansas City Parks and Boulevards Historic District
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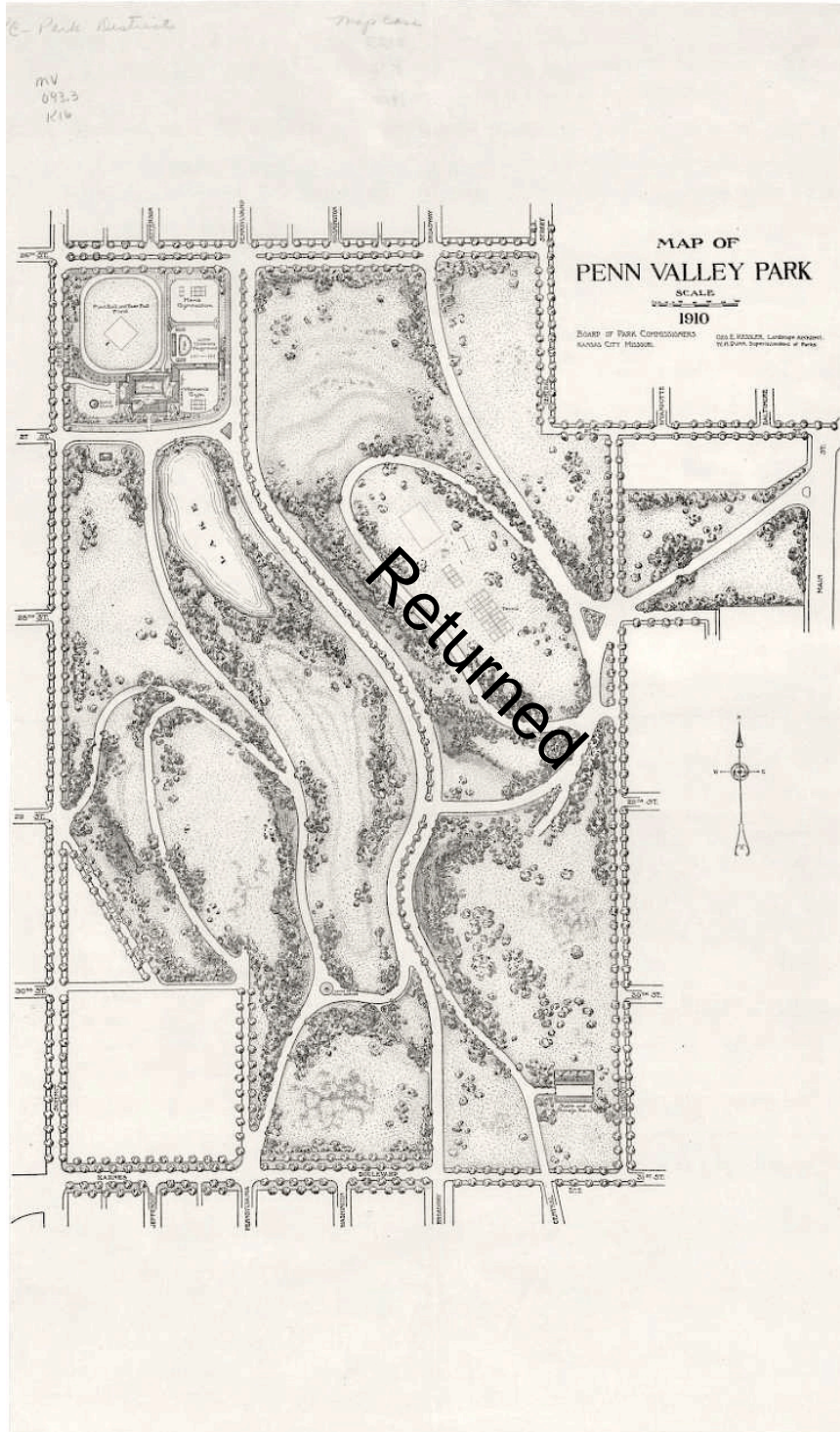


Figure No. 10: Map of Penn Valley Park, 1910.

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Figure No. 11: Penn Valley Park, Penn Drive, 1920.



Figure No. 12: Penn Valley Park, Lake, 1932.

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Figure No. 13: *Pioneer Mother Memorial* with Liberty Memorial at right, 1927



Figure No. 14: *The Scout*, 1960.

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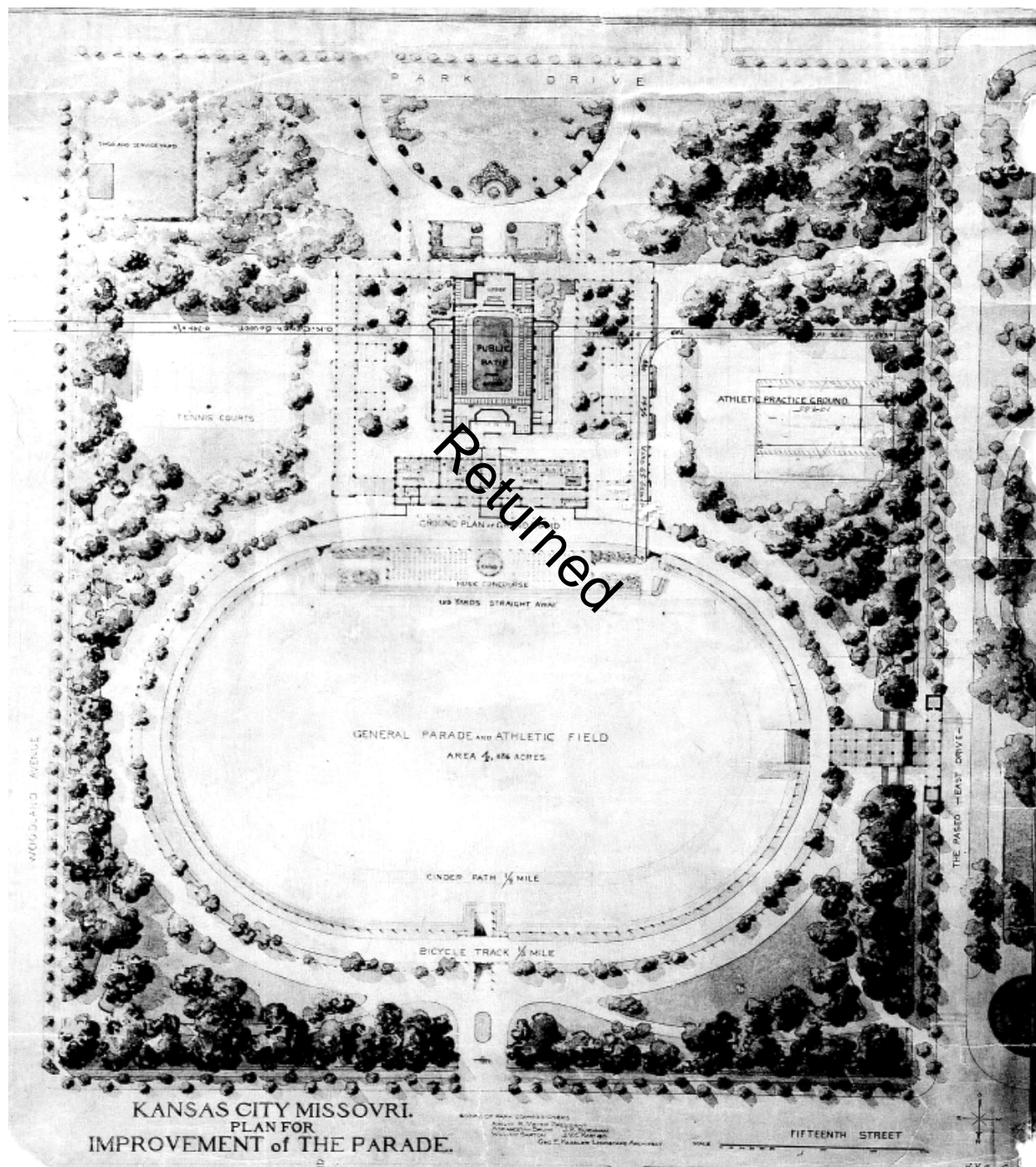


Figure No. 15: The Parade, c. 1906 (North faces down)

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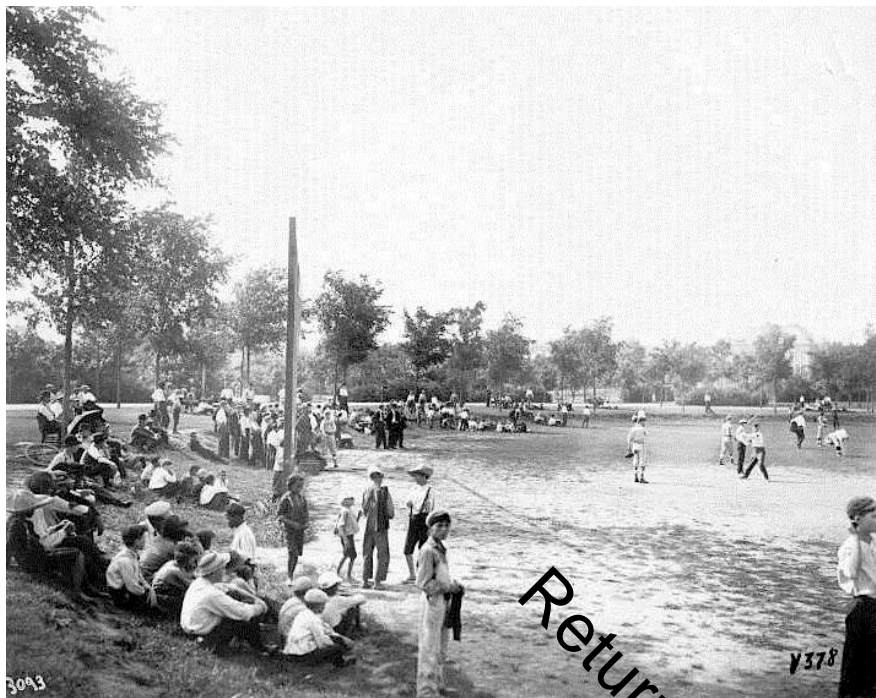


Figure No. 16: The Parade, 1910.

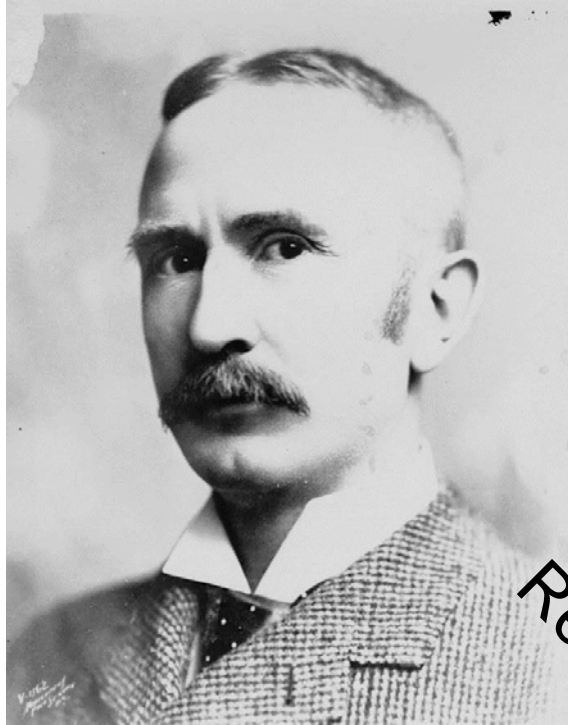


Figure No. 17, Budd Park, 1942.

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Returned

Figure No. 18: August Meyer

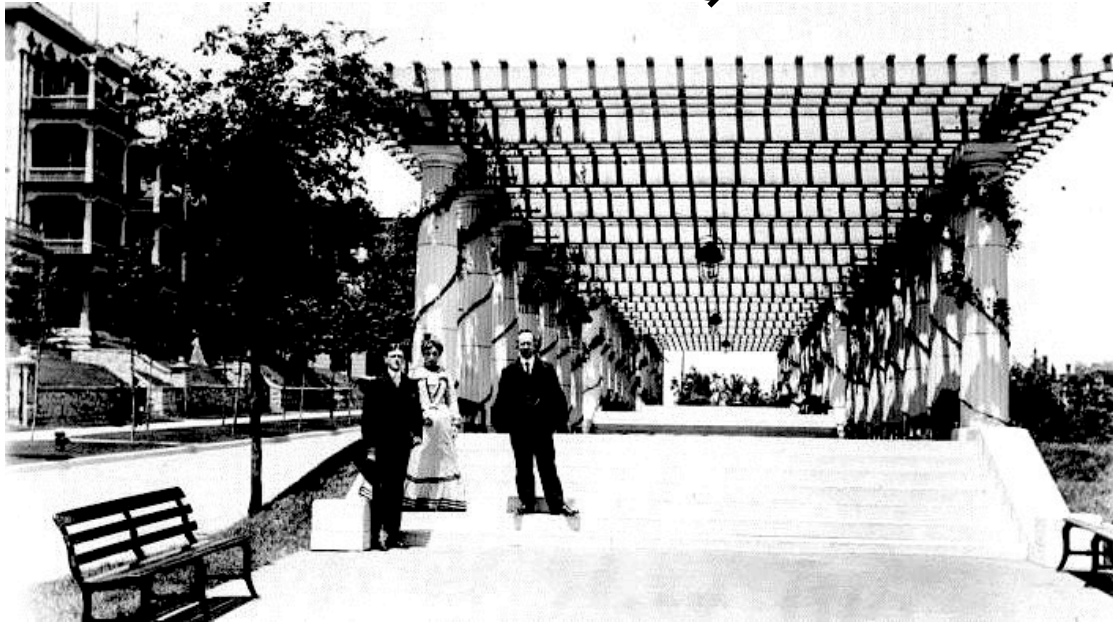


Figure No. 19: The Pergola on The Paseo, c. 1908

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Figure No. 20: Linwood and The Paseo, 1932



Figure No. 21: Gladstone Boulevard near the Concourse, 1899.

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Figure No. 22: North on Gladstone, n.d.



Figure No. 23: Armour Boulevard from Warwick, 1925.

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Figure No. 24: Broadway Boulevard from Armour Boulevard, 1947.



Figure No. 25: Independence Boulevard from Woodland, 1895.

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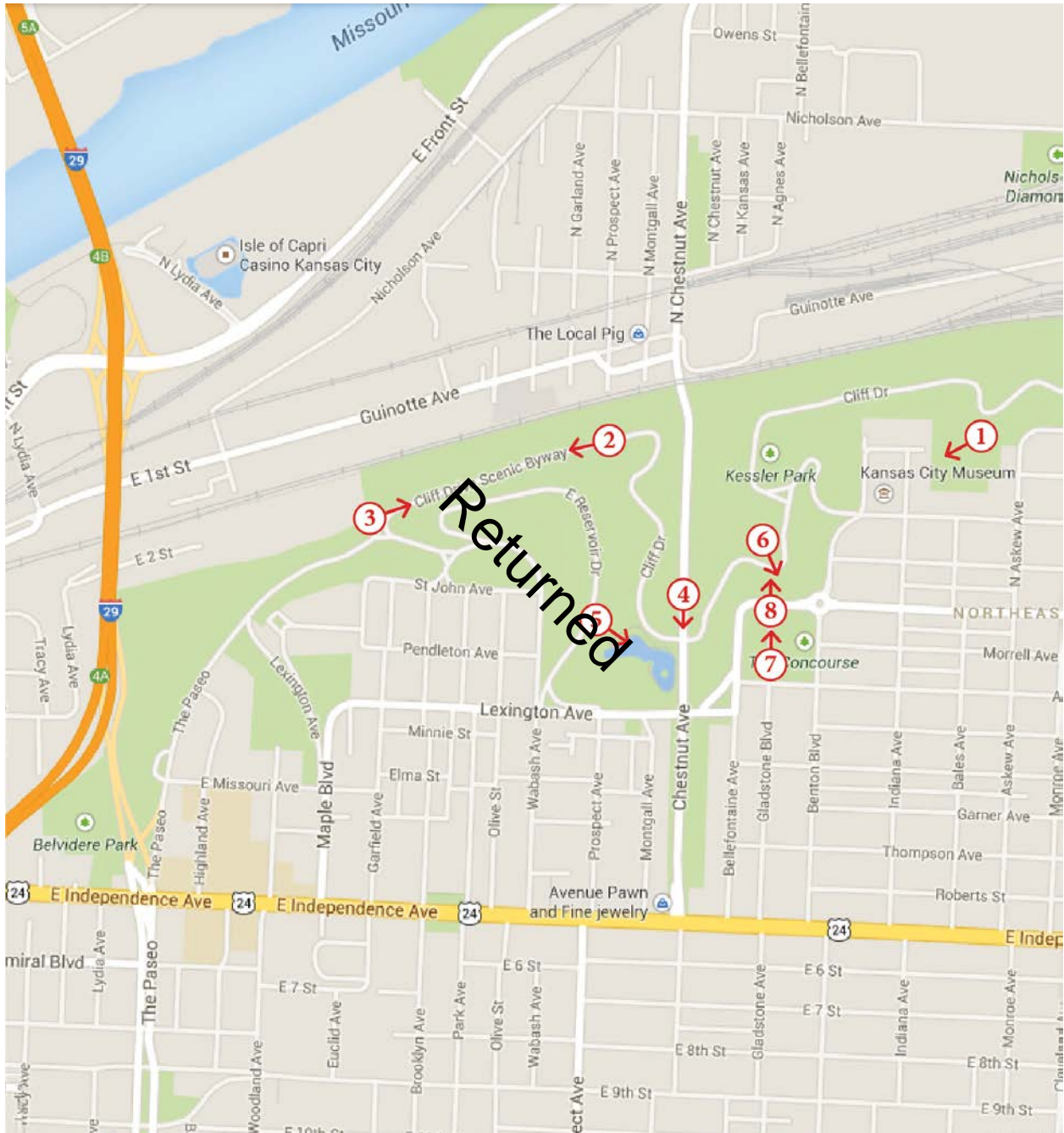


Photo Map No. 1

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The Kansas City Parks and Boulevards Historic District
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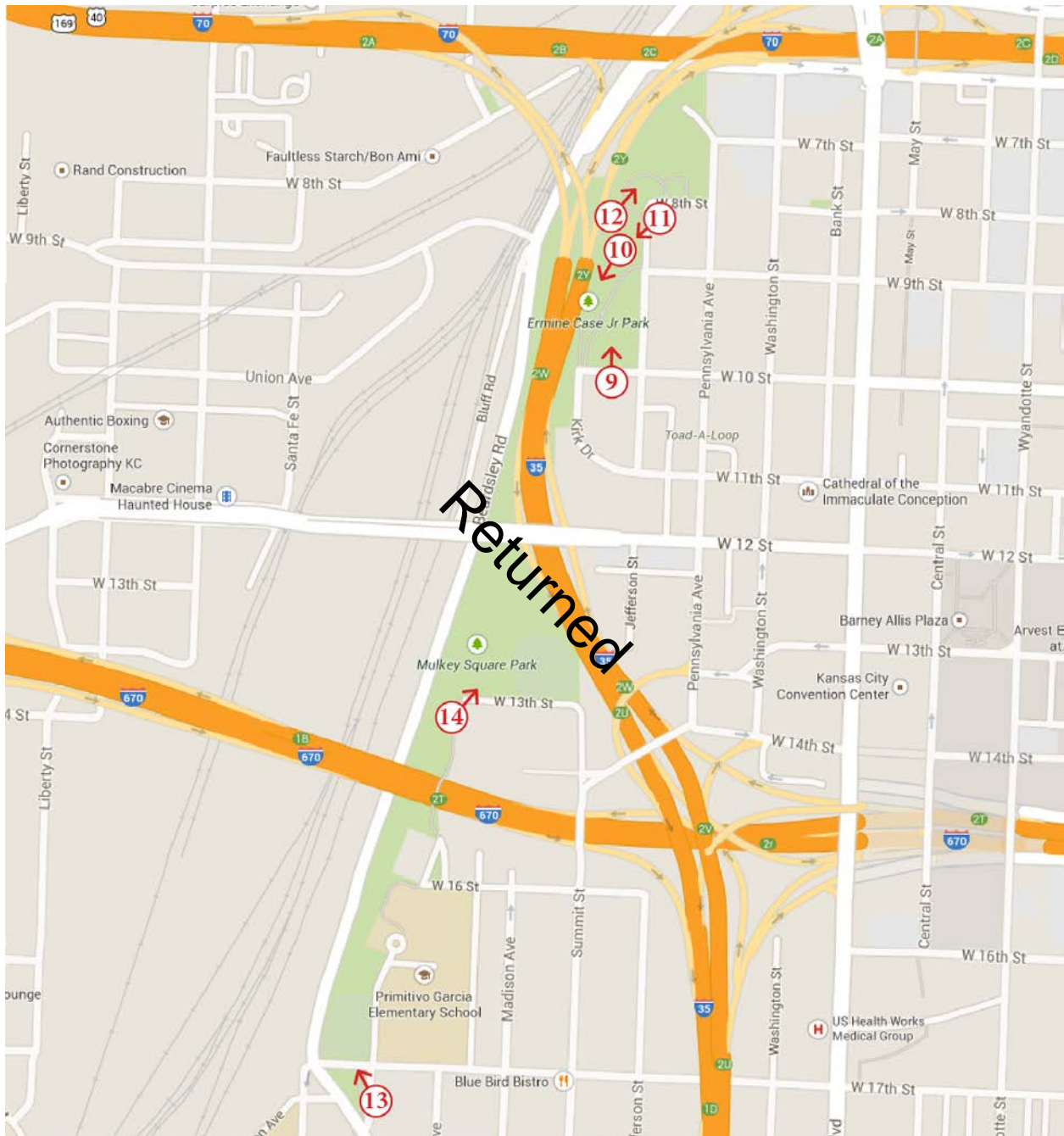


Photo Map No. 2

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Section number Maps Page 62

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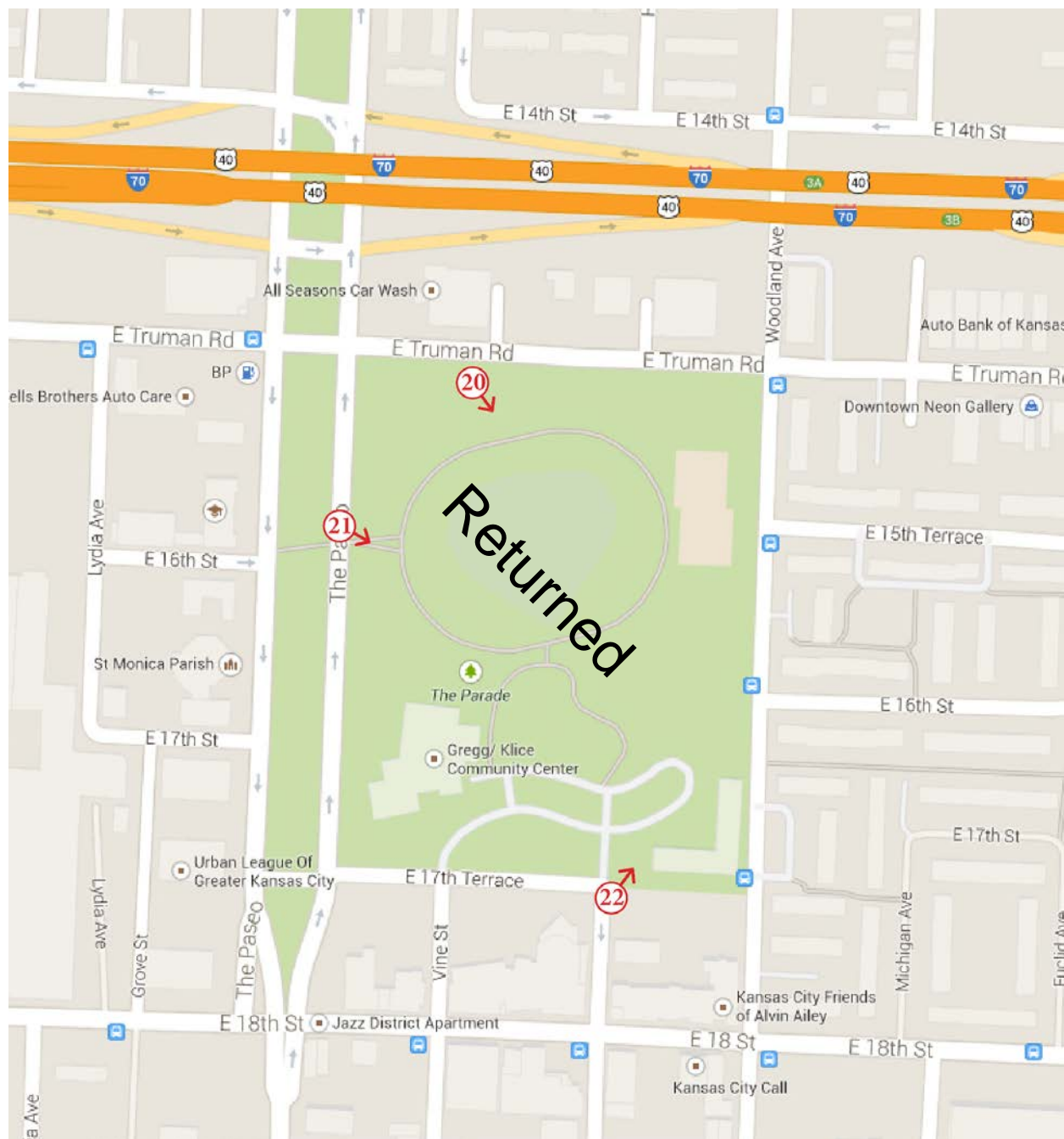


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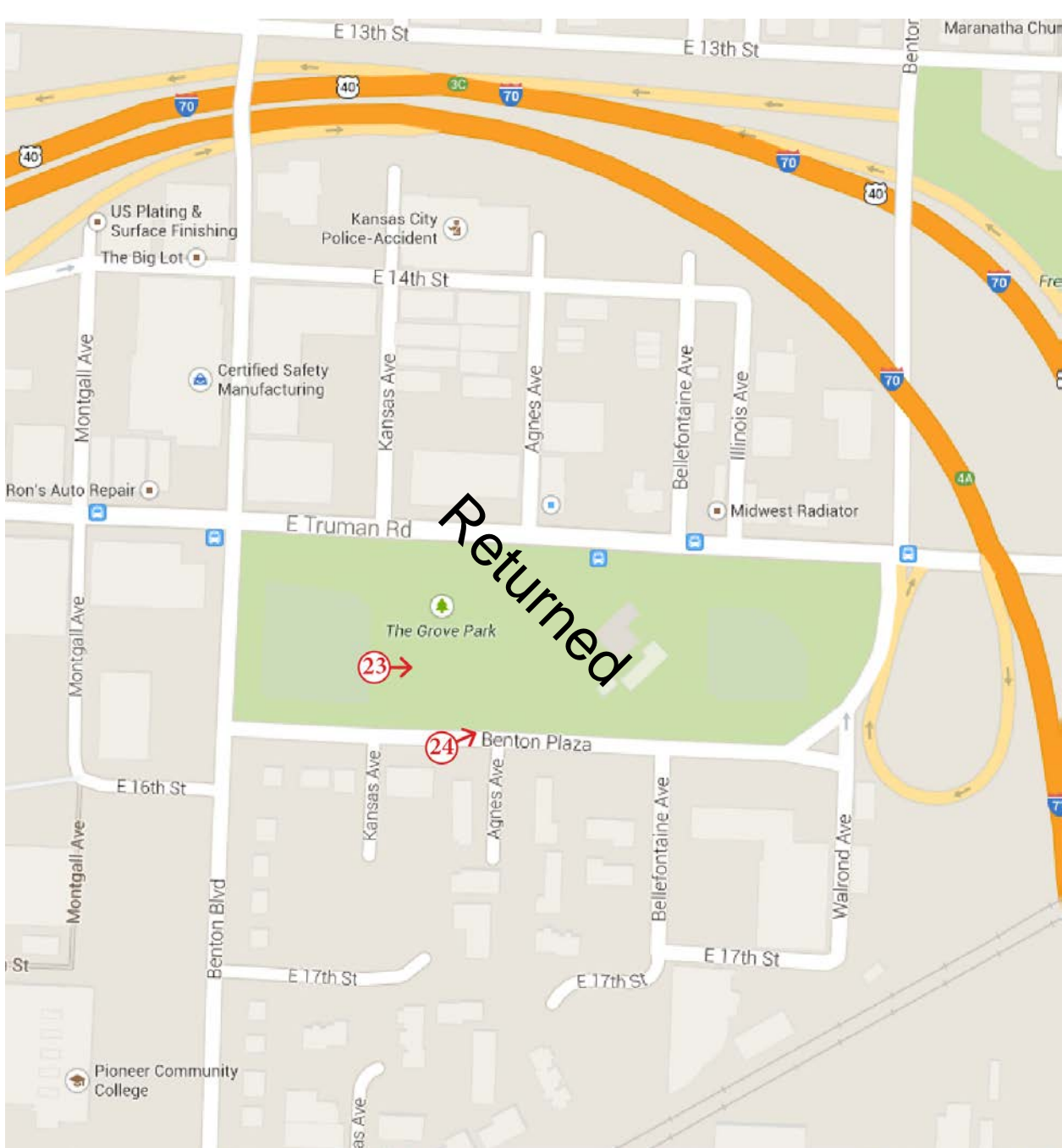


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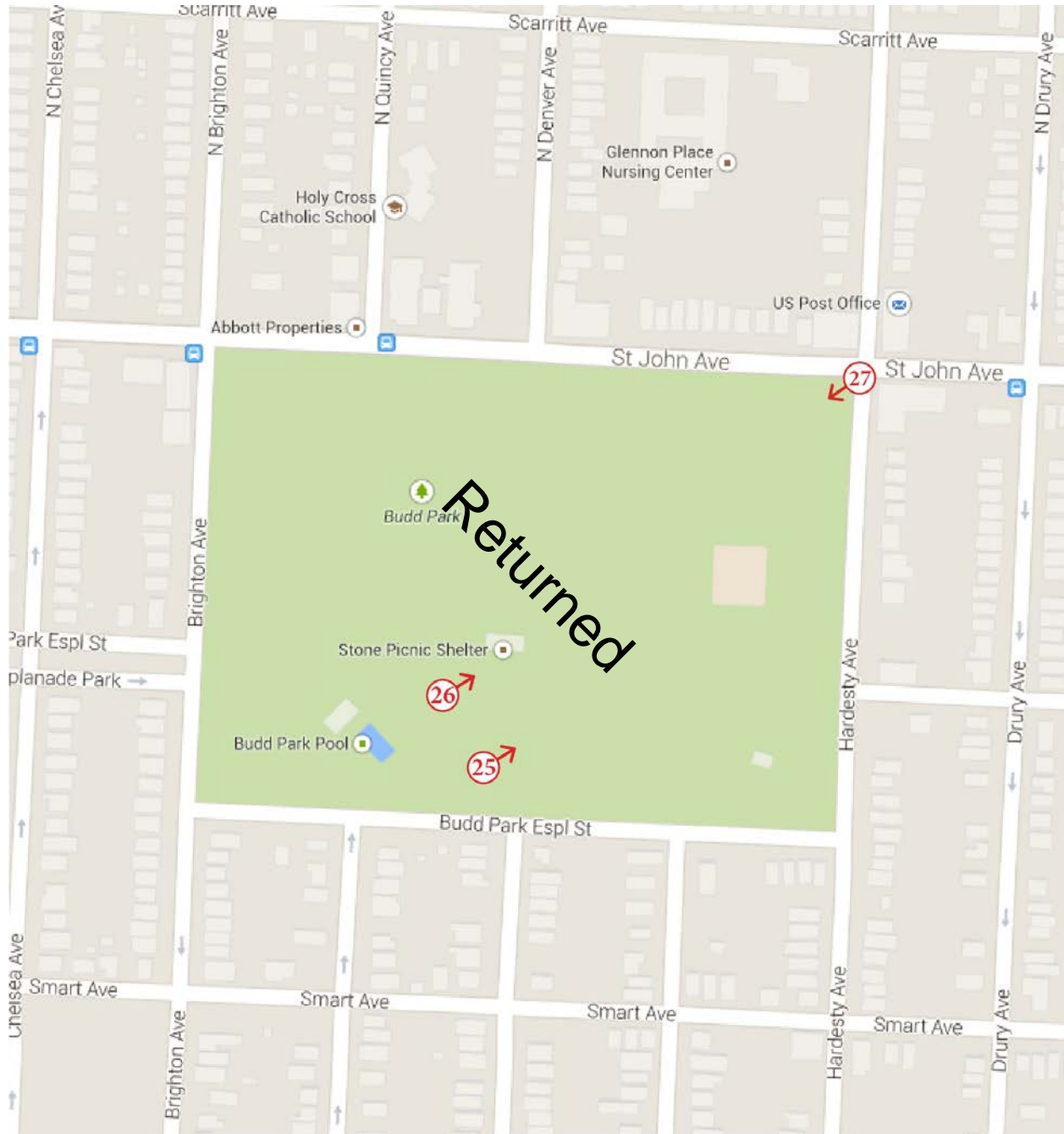


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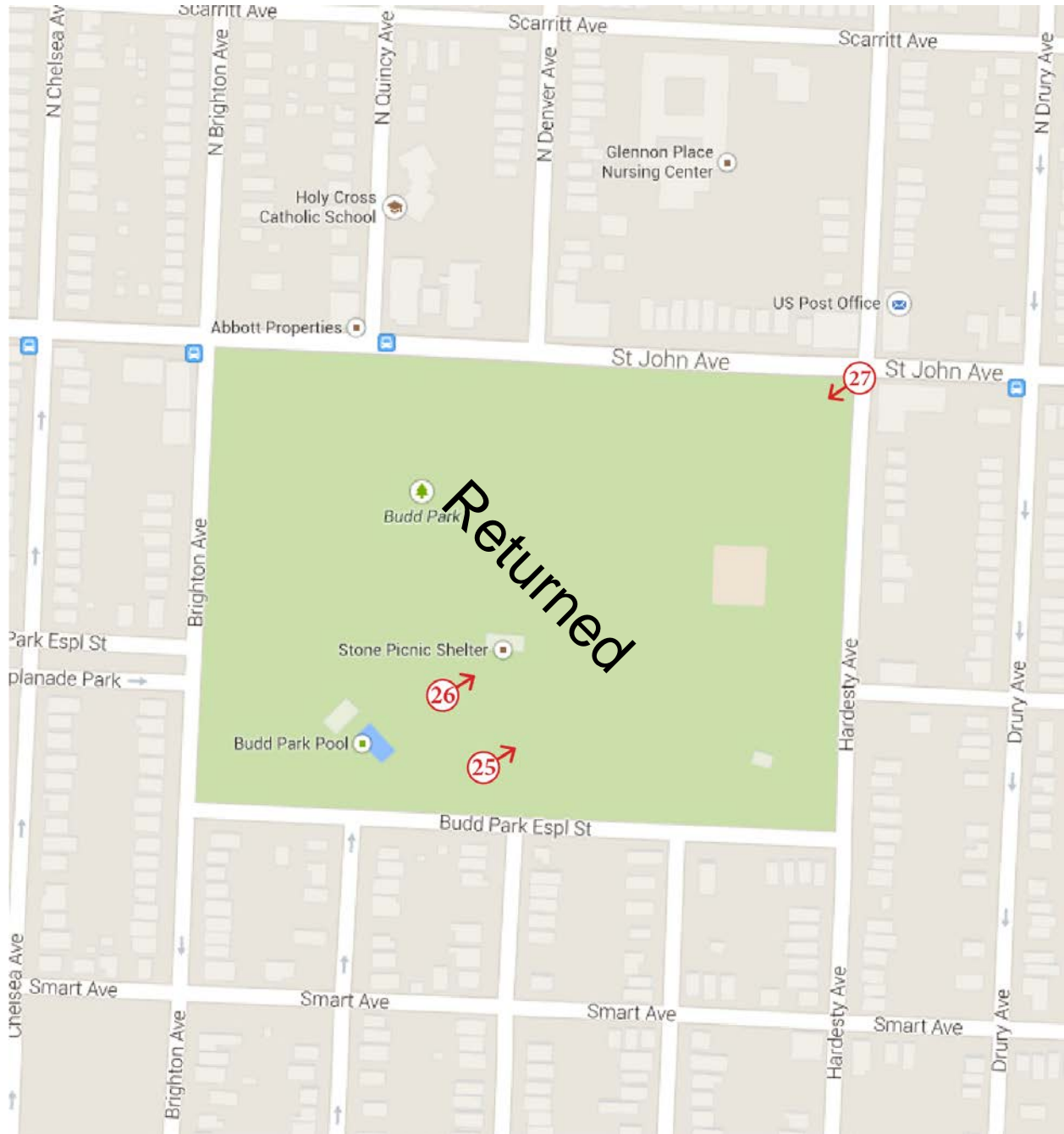


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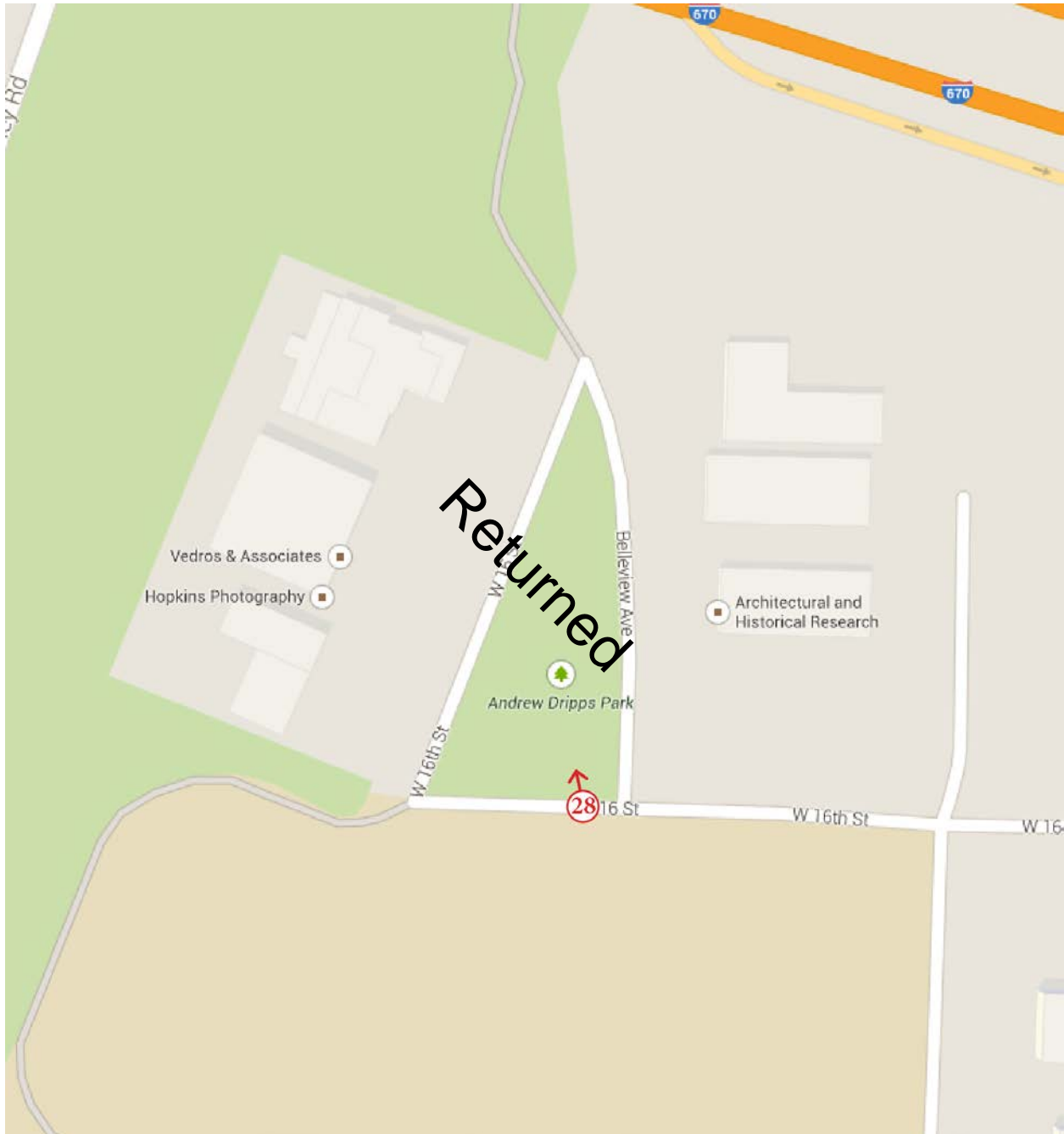


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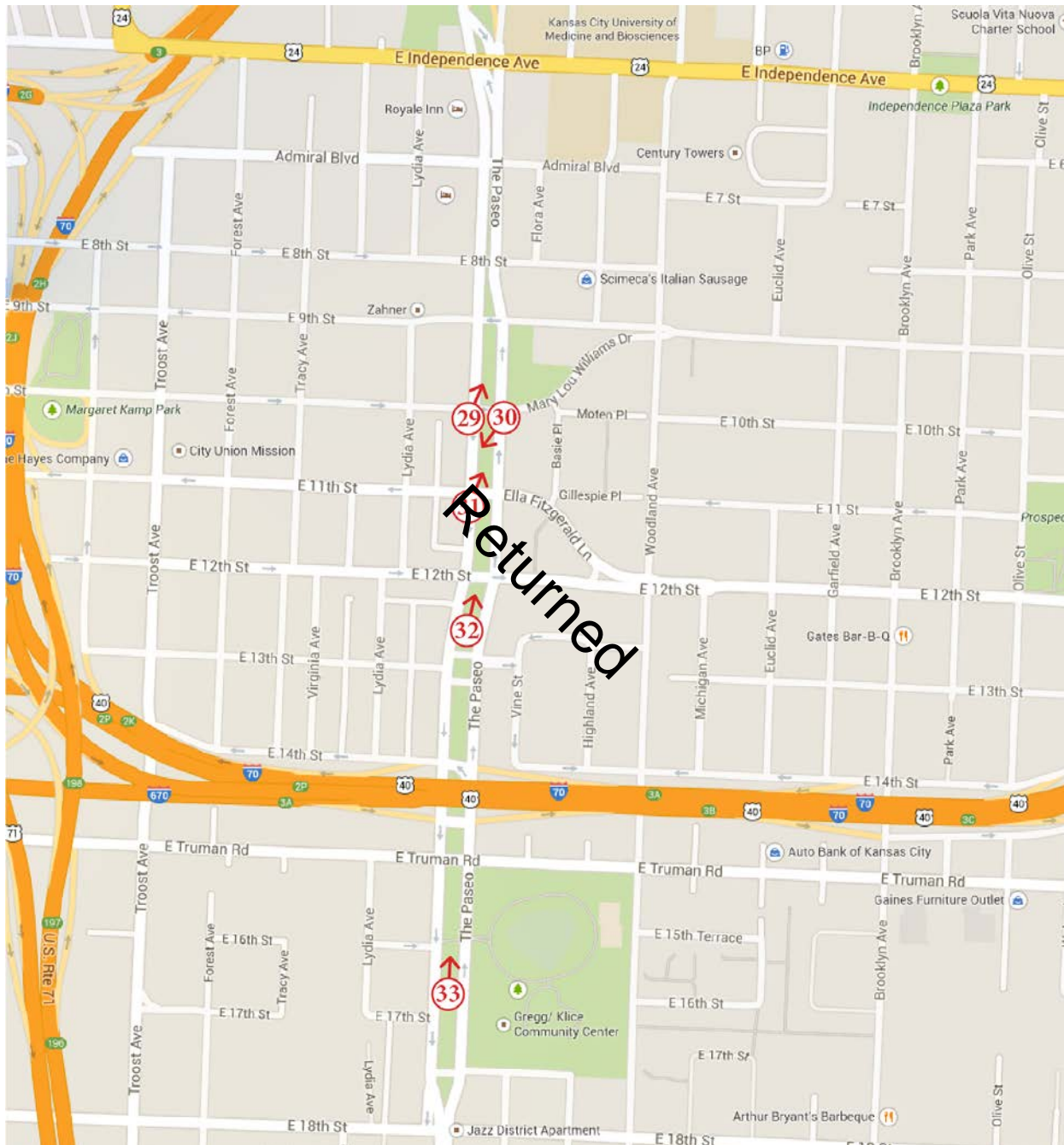


Photo Map No. 9

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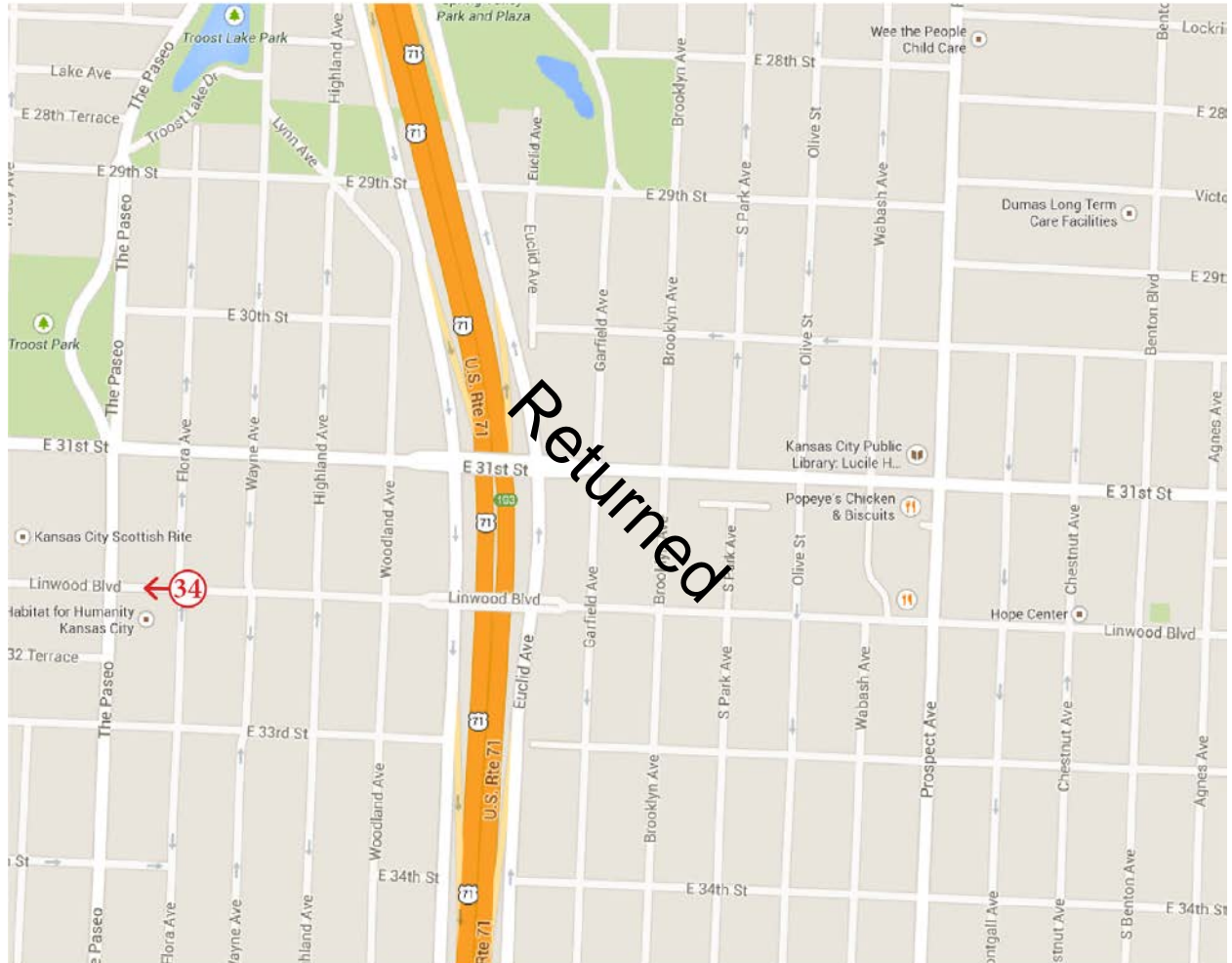


Photo Map No. 10

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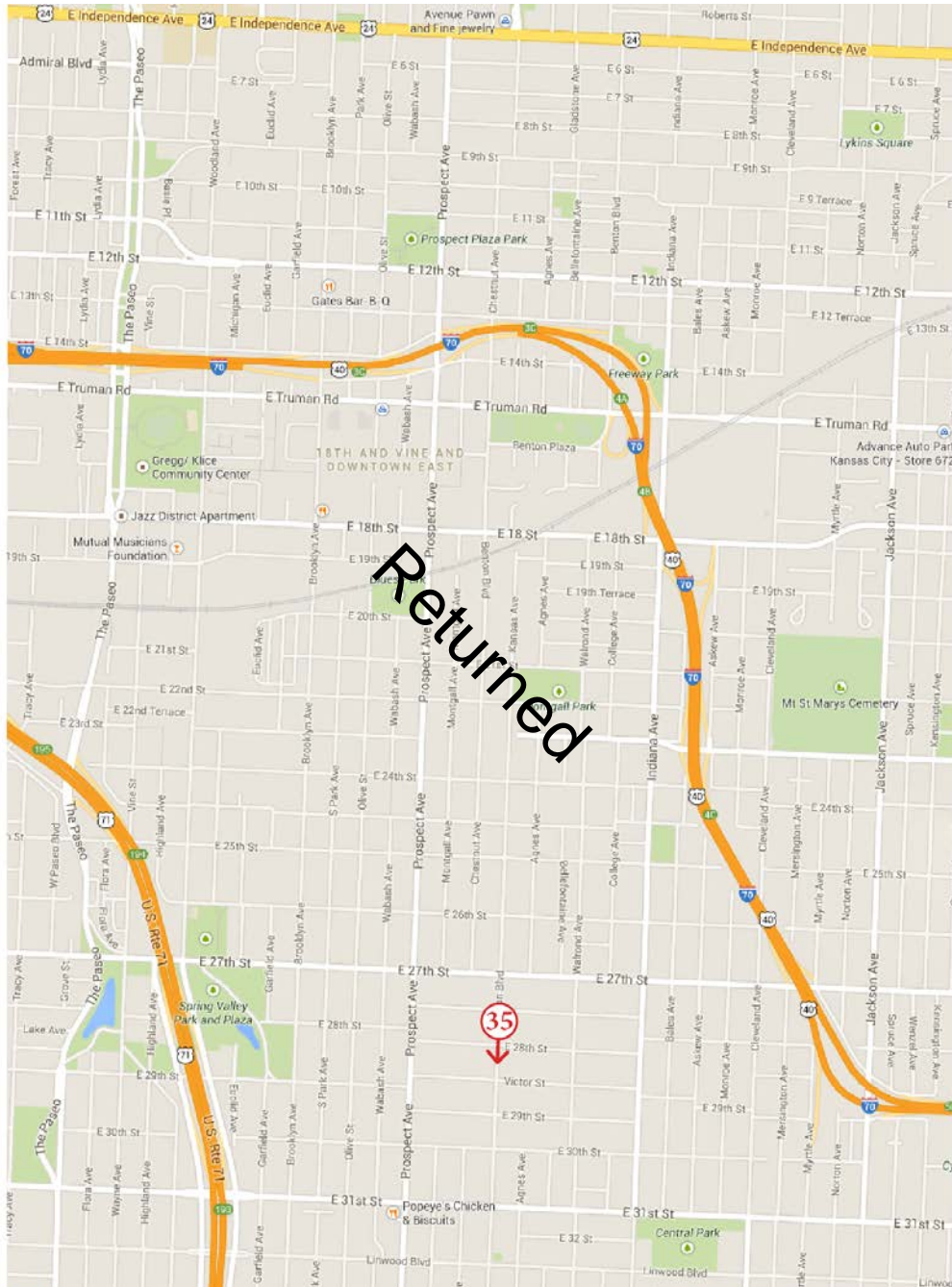


Photo Map No. 11

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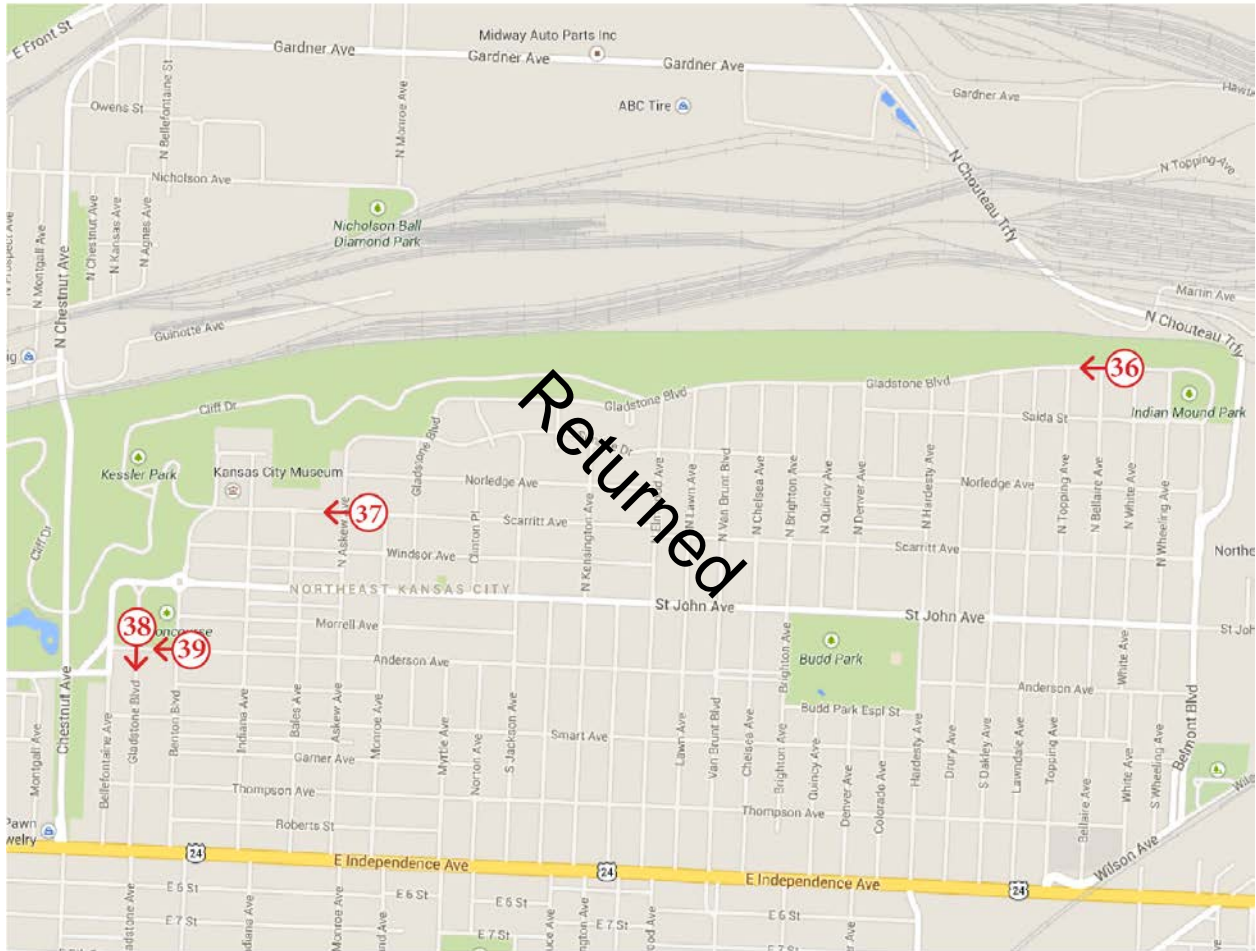


Photo Map No. 12

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Photo Map No. 13

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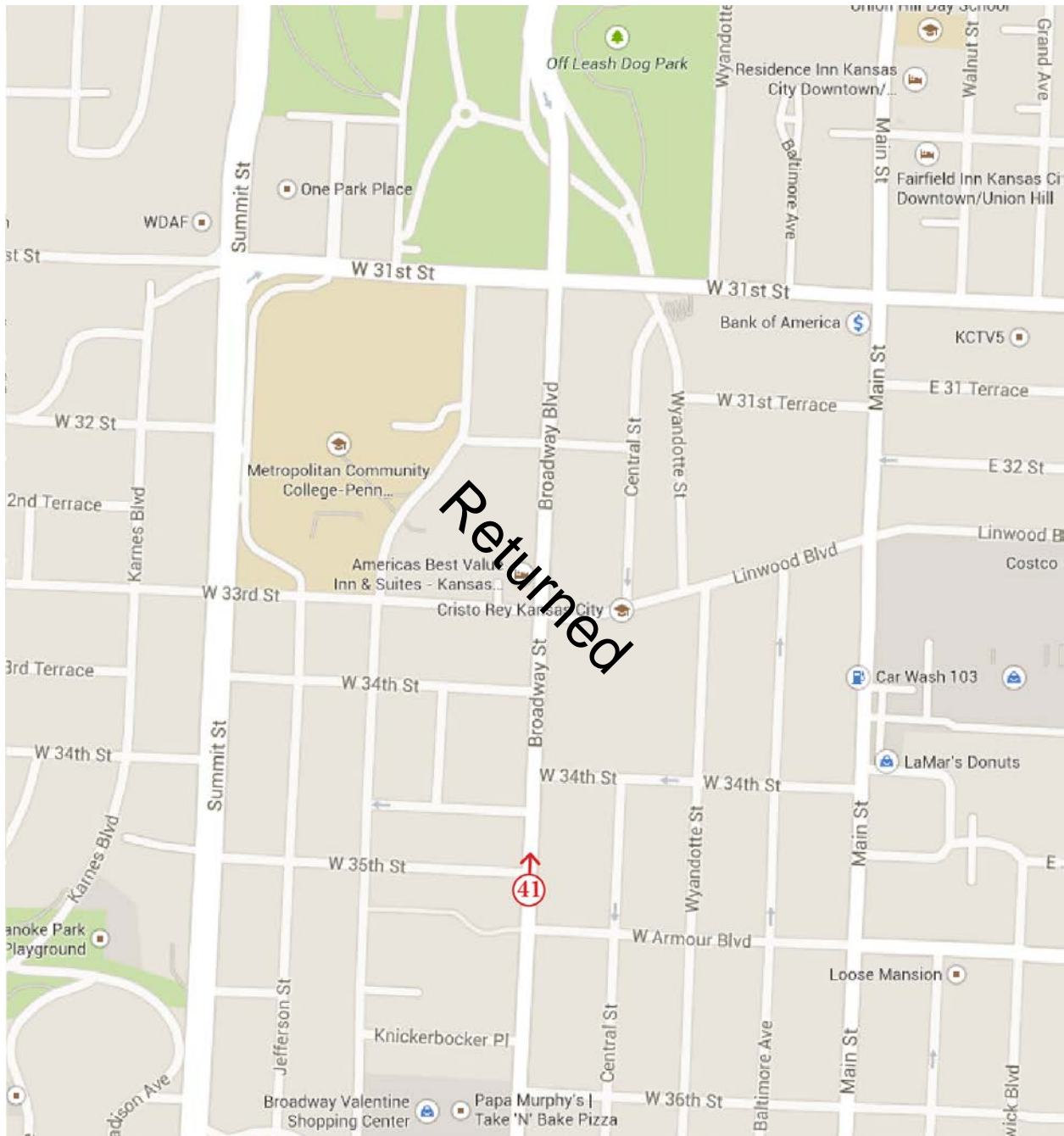


Photo Map No. 14

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The Kansas City Parks and Boulevards Historic District
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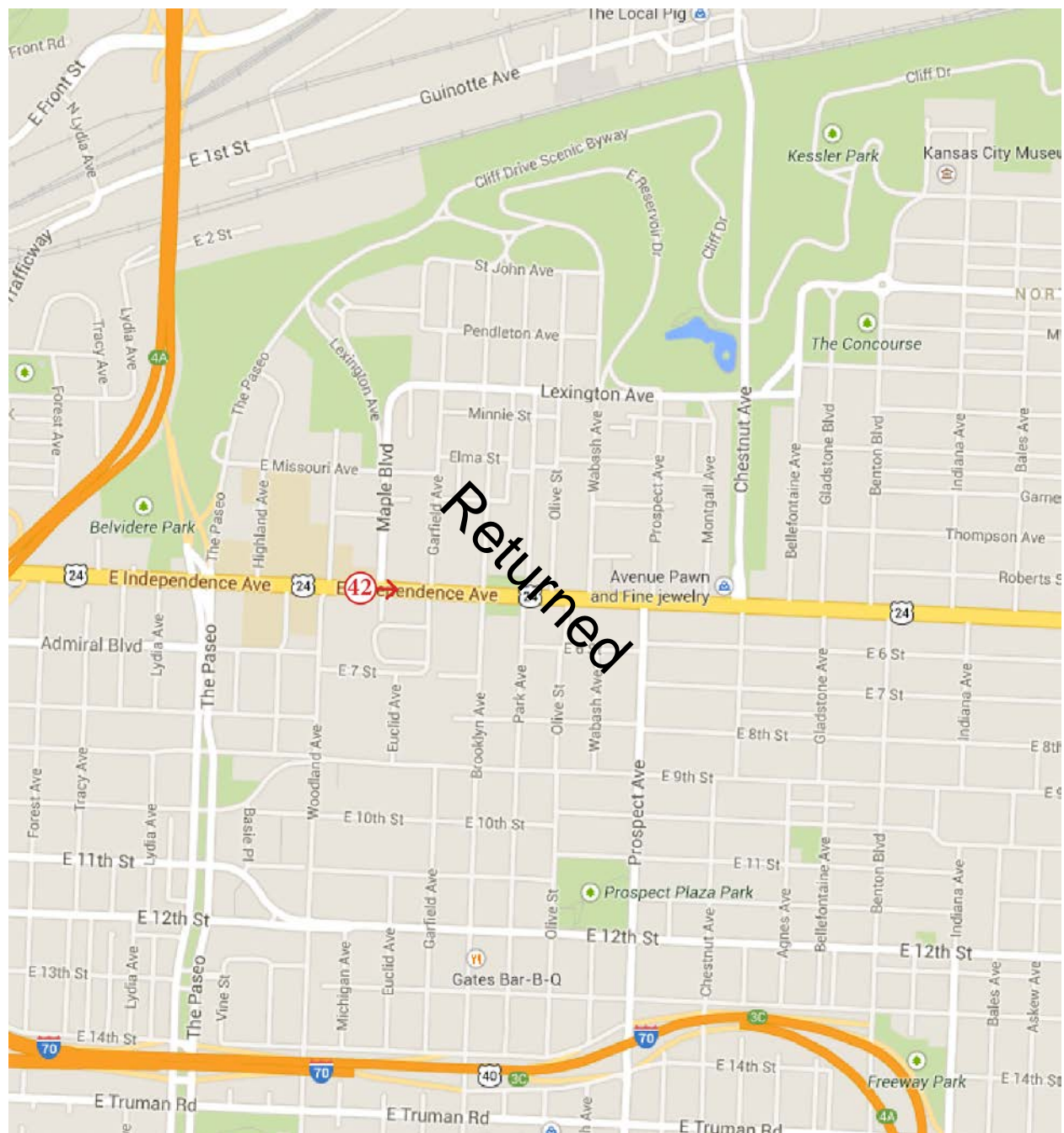
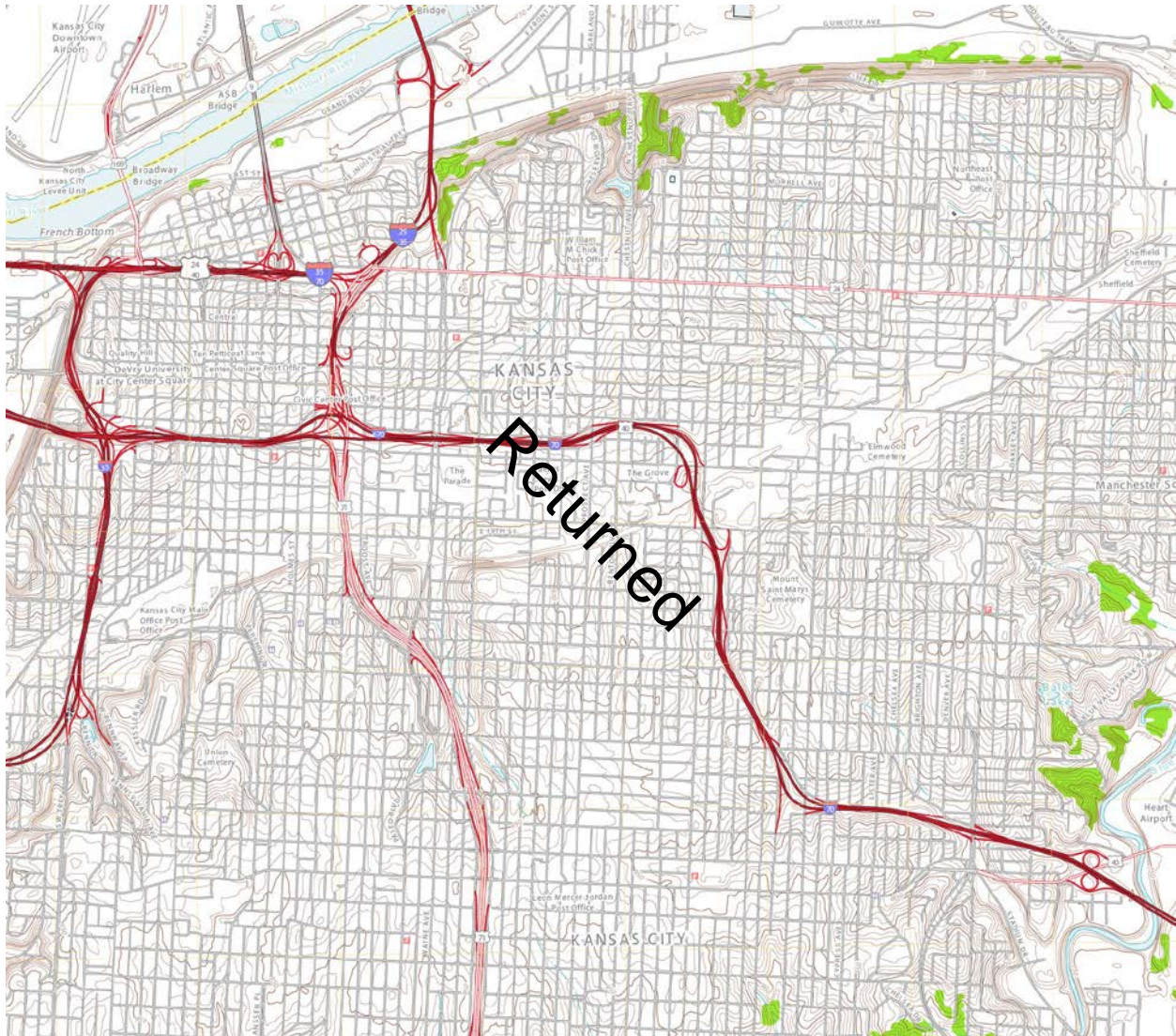


Photo Map No. 15

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USGS Map: Detail of location of the "Kansas City Parks and Boulevards Historic District"

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The Kansas City Parks and Boulevards Historic District
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“The Kansas City Parks and Boulevards Historic District”

Contributing and Non-Contributing Features

A: PARKS

COMMUNITY PARKS

North Terrace Park

Contributing Features

- The Colonnade (Henry Wright; 1906-1908)
- The Concourse (George Kessler, by attribution; 1906)
- Cliff Drive (George Kessler, 1905)
- *John F. Kennedy Memorial* (Salvatore V. Arnone, 1965)
- Indian Mound (date unknown; stabilized by the WPA in 1937-1938)
- Cliff Drive Arch Bridge (Harrington, Howard and Ash; 1920)

Non-Contributing Features:

- Central Electric Railway Company Bridge (1908; 1941 and 1969 modifications)
- Carl DiCapo Fountain (Johnson, Brickell, Mulcahy and Associates; Larkin and Associates; and M. Stimach; 1992)
- Entry Gates (R. Peter Loughlin; 1997)

West Terrace Park

Contributing Features

- The Terrace and Steps (Kessler, 1906)
- Retaining Wall and Picnic Tables (WPA, c. 1941)
- Observation Circle and Lower Terrace (WPA, 1941)
- Seating Terrace at 10th and Jefferson (Hare & Hare, 1951)
- *James Pendergast Memorial* (Frederick C. Hibbard, 1913; moved in 1993)

Non-contributing Feature

- *Corps of Discovery* (Eugene Daub, 2000; non-contributing)

Penn Valley Park

Contributing Features:

- *The Hiker* (Theo A. R. Kitson, 1947)
- *Pioneer Mother Memorial* (Alexander Proctor, 1927)
- *The Scout* (Cyrus E. Dallin, 1915; dedicated 1922)
- Stone Bridge at Broadway (Bushman Construction Company, 1949-1950)
- Lagoon and dam (George Kessler, c. 1906)

Non-contributing Features:

- Stable and Storage Barn (Root and Siemen, 1910; destroyed by fire and rebuilt 1994 as the only black box theatre in Kansas City.
- *The Firefighter's Memorial Fountain* (Tom Corbin and Larkin and Associates, 1991.

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The Kansas City Parks and Boulevards Historic District
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The Parade

Contributing Features:

- Stone Steps (George E. Kessler, 1906)

Non-Contributing Feature:

- Gregg/Klice Community Center (John Sparks, 2002; Addition by George Kipp, Go Studios, 2012)

NEIGHBORHOOD PARKS

The Grove

Non-Contributing feature:

- Pool House and Pool (Larkin and Associates, 2001)

Budd Park

Contributing Features:

- Shelter Building (E. B. Delk, 1927)
- Stone Entry Steps (Kessler, 1906)

Non-Contributing Feature:

- Pool and Support Building (By Design, 2002)

Andrew Drips

Contributing Feature:

- *Andrew Drips Memorial*, Granite and limestone monument (Hare and Hare; 1951)

B: BOULEVARDS

INTRA-NEIGHBORHOOD CONNECTORS

The Paseo

Contributing Features:

- *August Meyer Memorial* (Daniel Chester French; 1909)
- The Pergola (John Van Brunt; 1900)
- Twelfth Street Terrace (John Van Brunt; c, 1890s)
- *The William Fitzsimons Memorial Fountain* (John Van Brunt, designer, 1918; Jorgen C Dreyer, 1922)

Non-Contributing Features:

- Women's Leadership Fountain, formerly the Ninth Street Fountain. (Originally designed by George Kessler and John Van Brunt, 1899; repaired in 1970; recreated by Susan Richards Johnson, 2003)
- John Williams Memorial (Tom Corbin, 1991)
- Pergola at Truman Road (BNIM, 1995)
- *Salvatore Grisafe Memorial* (Jac T. Bowen, 1968)
- Spanish Cannon, "Sancho el Bravo" (Royal Arsenal, cast in 1856; dedicated at site in 1899)

Returned

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- *Black Veterans Memorial* (Kansas City Parks Department and the Enshirners, a civic philanthropy group in Kansas City, 2010)

Linwood Boulevard

Contributing Feature:

- Traffic Signal at The Paseo and Linwood (E. B. Delk, 1932)

Benton Boulevard

No contributing or non-contributing features.

MAJOR RESIDENTIAL MAIN STREETS

Gladstone Boulevard

Contributing Features:

- Gladstone Boulevard over Anderson Avenue Bridge (Joseph Hoover with David A. Miles from the Wrought Iron Bridge Company, 1898)
- *Thomas Hart Benton Memorial* (John Van Brunt with John Williams & Company; 1915.)

Armour Boulevard

No contributing or non-contributing features.

COMMERCIAL CORRIDORS

Broadway Boulevard

No contributing or non-contributing features.

Independence Boulevard

No contributing or non-contributing features.

Returned

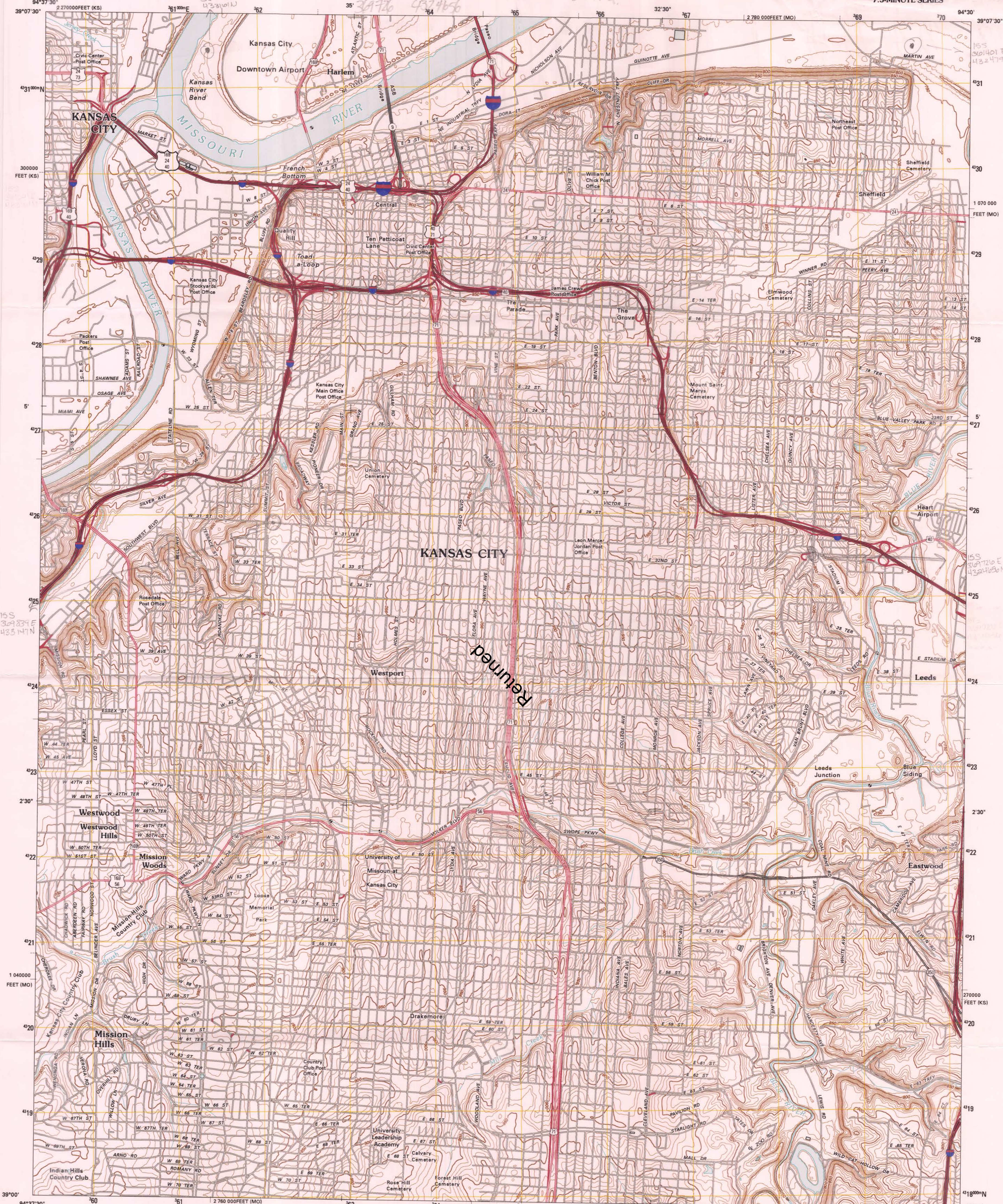


U.S. DEPARTMENT OF THE INTERIOR
U. S. GEOLOGICAL SURVEY



The Kansas City Parks and Bluffs Historic District

KANSAS CITY QUADRANGLE
MISSOURI-KANSAS
7.5-MINUTE SERIES



15S
301521E
433147N

15S
301401E
432478N

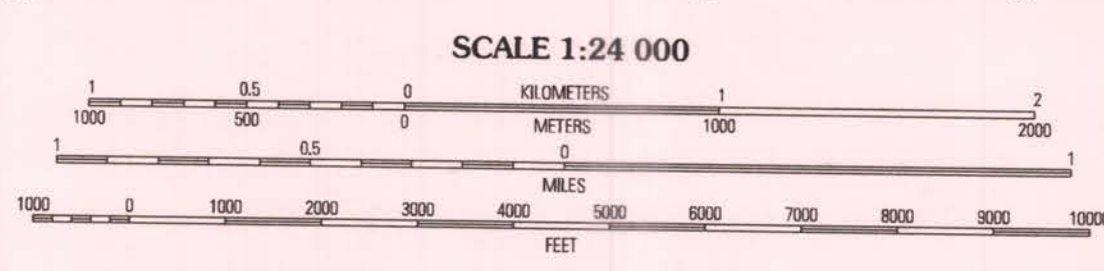
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Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid: Universal Transverse Mercator, Zone 15S
10 000-foot ticks: Missouri Coordinate System of 1983
(west zone)
and Kansas Coordinate System of 1983
(north zone)

Imagery.....NAIP, July 2007 - July 2008
Roads.....National Transportation Dataset, 2004
Names.....GNIS, 2008
Hydrography.....National Hydrography Dataset, 2007
Contours.....National Elevation Dataset, 2008

UTM GRID AND 2000 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

U.S. National Grid
100 000-m Square ID
UD
Grid Zone Designation
15S



QUADRANGLE LOCATION

Parkville	North Kansas City	Liberty
Shawnee	Kansas City	Independence
Lenexa	Overland Park	Lee's Summit

ADJOINING 7.5' QUADRANGLES

ROAD CLASSIFICATION

Interstate Route	State Route
US Route	Local Road
Ramp	4WD

Legend for road types: Interstate Route (thick red line), US Route (red line), Ramp (red line with blue arrow), State Route (thin black line), Local Road (dashed black line), 4WD (dashed black line with cross-ticks).

KANSAS CITY, MO-KS
2009

This map was produced to conform with version 0.5.10 of the
draft USGS Standards for 7.5-Minute Quadrangle Maps.
A metadata file associated with this product is also draft version 0.5.10

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Kansas City Parks and Boulevards Historic District

MULTIPLE NAME: Kansas City System of Parks and Boulevards

STATE & COUNTY: MISSOURI, Jackson

DATE RECEIVED: 10/03/14 DATE OF PENDING LIST: 11/03/14
DATE OF 16TH DAY: 11/18/14 DATE OF 45TH DAY: 11/19/14
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14000931

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: Y
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 11-18-14 DATE

ABSTRACT/SUMMARY COMMENTS:

Return:
Please see the attached
National Register Evaluation/Return Sheet
for an explanation.

RECOM./CRITERIA

REVIEWER Barbara Lyall DISCIPLINE Historian

TELEPHONE 202-354-2252 DATE 11-18-14

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



United States Department of the Interior

NATIONAL PARK SERVICE

1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

United States Department of the Interior

National Park Service

National Register of Historic Places

Comments

Evaluation/Return Sheet

Property Name: The Kansas City Parks and Boulevards Historic District

Property Location: Kansas City, Missouri

Reference Number: 14000931

Date of Return: 11-18-14

The nomination for the Kansas City Parks and Boulevards Historic District (KCPBHD) is being returned for corrections, elaboration, and additional information.

Summary

The KCPBHD is nominated under Criteria A and C for significance in Landscape Architecture, Community Planning and Development, Entertainment/Recreation, Transportation, Architecture, and Art. The period of significance is considered to be 1887 to 1966. The nomination is related to the multiple property listing *The Kansas City System of Parks and Boulevards* and the two contexts explained in the multiple property nomination, "The Work of George Edward Kessler and the Kansas City Parks and Boulevards System, 1887 - 1926" and "The Next Generation of Kansas City's Parks and Boulevards, 1927 - 1966." The earliest core of George Kessler's park and boulevard system for Kansas City is included in the submitted nomination. It encompasses seven parks (neighborhood and community parks) and parts of seven boulevards.

The Multiple Property Documentation Form and Subsequent Nominations

Nominations that reference a multiple property documentation form (MPDF or "cover") need to be prepared according to the instructions in the bulletin *How to Complete the National Register Registration Form* (hereafter, "the *How To* bulletin"). The cover is intended to expedite the nomination of buildings, structures, sites, objects, and districts by providing historic contexts. By this, contexts do not have to be repeated in subsequent nominations of properties specifically related to the contexts documented in the cover. The MPDF also identifies the types of properties related to the contexts and the integrity that should be expected. This lends a certain consistency to the nomination process. However, inventory information and integrity assessments mentioned in the cover need to be repeated in subsequent nominations. Such information must be current at

the time of nomination, not when the cover was approved, which may have been several years earlier.

The multiple property cover does not enable the nomination of properties that are ineligible, nor does it change noncontributing properties in districts to contributing. As such, the MPDF is more of an administrative tool—albeit one of great substance—intended to facilitate the nomination process—not change eligibility standards. The cover demonstrates the historic importance of the subjects discussed in the contexts and validates the eligibility of associated properties. However, subsequent nominations should stand alone in demonstrating the eligibility of associated properties. Thus, the reader should not have to consult the cover to find out, for example, how a nominated property has changed over time.

The instructions on pages 66-67 of the *How To* bulletin provide a useful summary of MPDFs. Although context information in the cover does not need to be repeated in subsequent nominations, an explanation of how the information pertains to a specific nomination related to the cover needs to be provided, such as the period of significance and applicable areas of significance. Because a cover generally relates to a variety of property types, spread over time and space, these factors are not generally uniform in all related nominations. Thus, each nomination related to a cover needs to explain the period and level of significance, applicable criteria, and areas of significance for the nominated resource.

This summary of the purpose of MPDFs is provided because the nomination for the Kansas City Parks and Boulevards Historic District seems to misconstrue the intent and purpose of the cover and nominations related to it.

The following issues require further explanation, revisions, or additional information. Each section is noted as either “parks” or “boulevards” to indicate to which resource the comment pertains.

Composition of the Historic District (Parks and Boulevards)

The nominated district is composed of the parks and boulevards that “established the nucleus and foundation for the entire system and the city as a whole as it planned for the future, while guiding the design of the entire circulatory system that shaped Kansas City.” This seems like a sound organizing principle. However, certain errors or omissions are evident, including the apparent existence of a discontinuous district, the lack of eligibility of some included resources, and the inclusion of property types that were not identified in the multiple property documentation form. Each of these issues is discussed.

West Terrace Park and The Grove. The registration requirements in the MPDF for community parks state that, “due to the severing of the park by two interstate highways and inappropriate additions (the addition of a professional ballpark complex at Mulkey Square), the change in the overall topography has rendered this historic park ineligible” (p. F-5). Further on in Section 7, it is stated that West Terrace Park “has lost its integrity, therefore its historical significance” (p. 11). The KCPBHD nomination evaluates West Grove Park as noncontributing. Because West Terrace Park is considered both individually ineligible and noncontributing to the district, it

should not be included in the nomination. Association with an historic context does not imply eligibility simply for that association.

The Grove is a neighborhood park with an “overall loss of integrity (landscaping and original buildings and structures” (p. 30) with “no historic features extant in The Grove” (p. 31). The discussion of registration requirements in the cover is explicit about what should be evident in a neighborhood park to constitute integrity (p. F-7). The Grove clearly does not retain integrity and, as stated in the district nomination, “The Grove does not appear to be eligible for listing in the National Register of Historic Places” (p. 30). It has been evaluated as a contributing site, but the description conveys a severe loss of integrity. It needs to be explained why The Grove contributes to the KCPBHD, despite modern encroachments or the removal of historic features.

Broadway Boulevard. Any boulevards that have questionable integrity need to be reconsidered for inclusion in the district. The commercial corridor Broadway Boulevard, according to the cover (p. 13) and the district nomination (p. 19), does not retain integrity. As with the parks that have lost integrity, the inclusion of Broadway is problematic. Please remove it from the nomination or explain why it should be included through a more thorough analysis of its integrity.

Boulevard Fragments. If only fragments of boulevards and other corridors are nominated, please explain why certain parts are omitted. For example, northern and southern parts of The Paseo are nominated, but the middle part is omitted. Likewise, Broadway south of Armour Blvd.; Benton south of Linwood; and east and west parts of Linwood are not nominated. The boulevards that seem to be nominated in their entirety are Independence, Gladstone, and Armour. Are these omissions due to a lack of integrity, construction outside the period of significance, a change in the pattern of adjacent development (therefore a loss of continuity), or some other factor? If the nominated boulevards are related to the “core” of Kessler’s design (and the portions not nominated do not relate to the parks), this should be explained, perhaps with mention of what the omitted fragments relate to, if anything concerned with the park and boulevard system.

Discontiguous District. Budd, West Terrace, and Drips parks do not seem to be connected to the rest of the district by boulevards or other corridors identified in the property types section of the MPDF. The mapping does not clarify this well, so if there are connections to Budd and Drips parks, please make sure they read well on the maps and are described in the text.

If the district was intended to be discontiguous, this needs to be explained and justified. Please note that discontiguous parts of a district *must be contributing*, underscoring the need to remove the noncontributing West Terrace Park and possibly The Grove and Broadway from the nomination. The guidelines for defining discontiguous districts can be found on pages 55 and 57 in the *How to* bulletin. Please note that discontiguous districts are often composed of two or more parts that are both individually eligible, but the park system represents point 1 on page 57: the historical connection is important and visual continuity is not a factor. This needs to be explained and justified in the district nomination.

Associated Property Types. The removal of West Terrace Park from the nomination has already been discussed, but this park raises another issue. The nomination evaluates four structures and two objects as contributing in West Terrace Park (p. 8). If the park is omitted from the nomination, would any of these resources be eligible? The MPDF does not address the eligibility of features within parks or include them as property types. The Associated Property Types section of the MPDF could possibly be amended to include certain categories of features within parks, if there are cases in which they may be individually eligible. Ideally, an entire park is nominated if it is eligible. If not, small scale historic features may be too inconsequential to be individually eligible, but larger features, such as a memorial or archeological site, may have individual significance and sufficient integrity to be eligible. This possible omission in the property types section of the cover highlights why we encourage a nomination to be submitted at the same time as the MPDF.

Descriptions and Integrity (Parks)

Parks. The descriptions in section 7 and the mapping are too general to convey the impact of later development on the integrity of the parks or, as stated in the cover, “where modern features have been added, or defining features have been repaired or modified” and whether the majority respect each park’s design and intent (p. F-5). In Budd Park, for example, the district nomination states that in addition to the contributing site there are two contributing features (shelter building and steps). “Contemporary improvements” include a pool and support structure, two playgrounds with shelters, two basketball pads, two tennis courts, baseball field, and a paved trail. There is no specific statement regarding the impact of these developments on the integrity of the park nor are there historic and current site plans to show their impact. The only “site plan,” which is not detailed enough to qualify as such, is Photo Map 6.

The description of each park and boulevard should include a general discussion of the resource and proceed to a more specific discussion of particular features, both contributing and noncontributing. The discussion should include map references. The description section for each park should include an inventory and a discussion of integrity. The inventory should be structured to be useful for achieving counts of contributing and noncontributing features and acreage. The inventories included are good, but some may be incomplete. Often, such inventories include a list of “minor historic features” that are too small to count but that contribute to historic character. These are particularly useful for management issues after listing. The appendix on page 75-76 should be integrated with the rest of the information in Section 7.

For each park and boulevard, please include more thorough descriptions, current site plans with features labelled and keyed to verbal descriptions, and an explicit statement about the integrity of the park or contributing features. A general statement about integrity by the nomination author is not sufficient; it must be demonstrated in the text with help via a comparison of current and historic site plans (if available, as with Penn Valley Park and The Parade). The inventory entries and evaluations also aid in evaluating integrity.

Boulevards. The boulevards are also lacking descriptive information. Please include the following in the description of each boulevard:

- Because the boulevard width seems to be determined by the right-of-way, identify the features the right-of-way encompasses or where the right-of-way ends, such as the outer edge of the sidewalk.
- The appearance of typical road features for each boulevard, such as lighting, signage, and street furniture and structures (example: bus shelters), indicating contributing, noncontributing, and small-scale, character defining features that are not counted.
- An assessment of integrity that is specific to each boulevard. For example, the cover states that for Intra-Neighborhood Connectors major adjacent encroachments, such as highways, parking lots, and new buildings, have the potential to change the original design intent and intrude upon the property (p. F-9). The integrity statements are generally very vague in the cover for boulevards (sometimes relying on language from the bulletins instead of specific descriptions), but the nomination needs to use a more thorough analysis to note changes over time and the impact on integrity. For each boulevard, assess the integrity according to the rules of thumb indicated in the cover and note how integrity changes over the length of the nominated boulevard.

Verbal Boundary Description and Boundary Justification (Parks and Boulevards)

The verbal boundary description is too vague, stating that the district “is located in Kansas City . . . generally bounded by the Missouri River on the north, State Line on the west, Hardesty Avenue on the east and Armour Boulevard on the south.” This may be adequate for Section 2, Location, but the verbal boundary description needs to be “accurate and precise” (*How to* bulletin, p. 55). A map can be a substitute for the verbal boundary description, but the submitted district map (Figure 1) is not an adequate substitute for the verbal boundary description. Please see p. 58 of the *How To* bulletin for a checklist of what is needed on a map for it to take the place of the verbal boundary description. You might also want to see the note on Photographs and Maps on page 24 of the bulletin *How to Complete the National Register Multiple Property Documentation Form*. Either maps or the verbal boundary description should indicate clearly the extent of length and width included in the nominated boulevards. It should mention the role of rights-of-way in defining boundaries of boulevards, if this is the case; if a map is used instead, the boundary line should be shown encompassing the right-of-way. The inventory includes the length and acreage of nominated boulevards. Consider consolidating this information in a table in Section 7 or in Section 10 so it is evident how the acreage total was achieved.

Period of Significance (Parks and Boulevards)

✓ The MPDF presents a period of significance that encompasses the range of resources included in the nomination. Each nomination related to the MPDF will be nominated with a period of significance that falls within the temporal framework presented in the MPDF. The KCPBHD states the “period of significance is 1887 – 1966, as noted and defined in the MPDF document” (p. 21). This not sufficient. Please explain the period of significance for this district, which may or may not correspond with the cover, and explain, specifically, what the dates reflect. The beginning date may be a date of construction related to the landscape architectural or transportation significance; the end date may be the last constructed element that is considered contributing. (In the cover, the end date may relate to a park or boulevard that has not been included in this nomination.) The range of dates needs to refer to the areas of significance. There may be more than one period of significance, depending on the area of significance and resource type.

Mapping (Parks and Boulevards)

The district nomination must convey essential locational information. Maps in the cover should be useful to explain the context over time, but it is not intended to meet all mapping requirements of subsequent nominations. The following map improvements are needed in the district nomination:

District Map. The district map, Figure 1, is only a good schematic representation of the proposed district, but not detailed enough to serve as the district map for this nomination. For example, it does not show a road going to Drips Park; it does not seem to represent the parks in their present configuration (West Terrace Park is not clearly split into three parks by highways); and a scale is not provided. Please provide a district map that clearly shows the nominated district; consult the *How To* bulletin for what needs to be included, particularly if the district map will also serve as the verbal boundary description.

Site Plans. Character-defining features of each nominated park (contributing and noncontributing) should be indicated on site plans for each park. The plans need to include the park circulation, use areas, and all features referenced in the inventory or text. The historic site plans that have been included (Penn Valley Park and The Parade) are extremely helpful. If clear historic site plans exist for other nominated parks, their submission is encouraged so that integrity can be demonstrated. The National Register bulletin *How to Evaluate and Nominate Designed Historic Landscapes* presents a good discussion of features that should be described and mapped on the park plans (especially see p. 3-4).

Boulevards. Maps showing the location of contributing and noncontributing features are elusive and may not exist. Make sure all features are mapped and that map references are included in the text or inventory.

Lat/Long or UTM Points. Four points have been given, but it is not clear where these points are on the accompanying USGS map—or some other map. The polygon encompassing the district (with each vertex a lat/long or UTM point) should be fairly tight and should, to a certain extent, reflect the irregular shape of the district. This cannot be done with only four points. Please draw a polygon that better reflects the shape of the district and place the points at each vertex, labelled as described in the NR bulletins.

Other Issues

1. Please cross-reference related maps, as photographs are cross-referenced, in the inventories in Section 7.
- ✓ 2. On page 32, please repeat Kessler's brief four requirements for the design of boulevards (found on E-12) so the reader can review these without consulting the cover.
- ✓ 3. Please remove sections titled "registration requirements" in the district nomination, or re-title it "how the resource meets the registration requirements." The nomination is intended to demonstrate how the district meets the registration requirements outlined in the MPDF, including integrity requirements, but this is not a section that appears in

nominations for associated resources. As mentioned, the nomination needs to specifically evaluate and articulate the integrity of each contributing component.

It would be helpful for the Missouri National Register staff to review a draft before a final re-submission, because of the complexity of the problems with this nomination. Feel free to contact me with questions at 202-354-2252 or at barbara_wyatt@nps.gov.

Barbara Wyatt, Historian
National Register of Historic Places



Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director

DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

RECEIVED 2280

JUN 26 2015

Memorandum

Nat. Register of Historic Places
National Park Service

Date: June 22, 2015

To: Keeper, National Register of Historic Places

From: Toni M. Prawl, Deputy SHPO and Director, Missouri State Historic Preservation Office *JMP*

Subject: The Kansas City Parks and Boulevards HD, Kansas City, Jackson, Missouri, National Register Nomination, *The Kansas City System of Parks and Boulevards MPDF*

This is a resubmission of a returned nomination. Our state review board, the Missouri Advisory Council on Historic Preservation, approved the above nomination on August 15, 2014. All owners and appropriate elected public officials were notified and provided at least thirty (30) days to comment on the above nomination in accordance with Section 36CFR60.6, interim regulations, using the exact notification format recommended by the National Register. **The enclosed disc contains the true and correct copy of the nomination for the Midtown Neighborhood Historic District to the National Register of Historic Places.**

Please find enclosed the following documentation:

- 1 CD with original National Register of Historic Places registration form, original return comments, and maps
- Multiple Property Documentation Form
- Photographs
- 1 CD with electronic images
- Original USGS map(s)
- 2 Piece(s) of correspondence (cover letter and signature page)
- Other: _____

Comments:

Please ensure that this nomination is reviewed : **Resubmission of Return**

 The enclosed owner objection(s) do do not constitute a majority of property owners.

 Other: _____

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

Historic name The Kansas City Parks and Boulevards Historic District

Other names/site number N/A

Name of related Multiple Property Listing The Kansas City System of Parks and Boulevards

2. Location

Street & number Various locations (see Section 7)

N/A	not for publication
-----	---------------------

City or town Kansas City

N/A	vicinity
-----	----------

State Missouri Code MO County Jackson Code 095 Zip code various

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
 I hereby certify that this 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 meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:
 national statewide local

Applicable National Register Criteria: A B C D

Toni M. Prawl 6/22/15
 Signature of certifying official/Title Toni M. Prawl, Ph. D., Deputy SHPO Date

Missouri Department of Natural Resources
 State or Federal agency/bureau or Tribal Government

Returned

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register determined eligible for the National Register

determined not eligible for the National Register removed from the National Register

other (explain:) _____

Signature of the Keeper _____ Date of Action _____

The Kansas City Parks and Boulevards Historic District
Name of Property

Jackson County, Missouri
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only **one** box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
0	2	buildings
4	0	sites
19	4	structures
8	10	objects
31	16	Total

Number of contributing resources previously listed in the National Register

2

6. Function or Use

Historic Functions

(Enter categories from instructions.)

LANDSCAPE: Park

TRANSPORTATION: Road-related

RECREATION AND CULTURE: Outdoor recreation

LANDSCAPE: Natural Feature

TRANSPORTATION: Road related

TRANSPORATION: Pedestrian related

GOVERNMENT: Municipal Buildings

RECREATION AND CULTURE: Work of art

Current Functions

(Enter categories from instructions.)

LANDSCAPE: Park

TRANSPORTATION: Road-related

RECREATION AND CULTURE: Outdoor recreation

LANDSCAPE: Natural Feature

TRANSPORTATION: Road related

TRANSPORATION: Pedestrian related

RECREATION AND CULTURE: Work of art

GOVERNMENT: Municipal Buildings

Returned

7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: The City Beautiful Movement
LATE 19TH AND EARLY 20TH CENTURY
REVIVALS: Beaux Arts

LATE 19TH AND EARLY 20TH CENTURY
REVIVALS: Mission

Materials

(Enter categories from instructions.)

foundation: N/A

walls: STONE: Limestone

roof: N/A

other: N/A

NARRATIVE DESCRIPTION ON CONTINUATION PAGES

The Kansas City Parks and Boulevards Historic District

Jackson County, Missouri

Name of Property

County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- 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.

Areas of Significance

- Landscape Architecture
Community Planning
Entertainment/Recreation
Transportation
Architecture and Art

Period of Significance

1895-1965

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Kessler, George Edward, Landscape Architect
Hare & Hare, Landscape Architects
(see Section 7, Page 19, and Appendix for additional names)

Criteria Considerations

(Mark "x" in all the boxes that apply.)

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 old or achieving significance within the past 50 years.

Returned

STATEMENT OF SIGNIFICANCE ON CONTINUATION PAGES

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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 #
recorded by Historic American Landscape Survey #

Primary location of additional data:

- x State Historic Preservation Office
x Other State agency
Federal agency
x Local government
University
x Other

Name of repository: Kansas City Public Library, Kansas City, MO

Historic Resources Survey Number (if assigned):

The Kansas City Parks and Boulevards Historic
District
Name of Property

Jackson County, Missouri
County and State

10. Geographical Data

Acreeage of Property 694.19

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places) (SEE CONTINUATION PAGE)

1	<u>39.119410</u> Latitude:	<u>-94.507850</u> Longitude:	3	<u>39.115214</u> Latitude:	<u>-94.538614</u> Longitude:
2	<u>39.115323</u> Latitude:	<u>-94.508597</u> Longitude:	4	<u>39.106082</u> Latitude:	<u>-94.544096</u> Longitude:

UTM References

(Place additional UTM references on a continuation sheet.)
_____ NAD 1927 or _____ NAD 1983

1	_____	_____	_____	3	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing
2	_____	_____	_____	4	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description (On continuation sheet)

Boundary Justification (On continuation sheet)

11. Form Prepared By

name/title Cydney E. Millstein and Paul Novick, ASLA, Confluence
organization AHR, LLC date May 9, 2014
street & number 1537 Belleview Avenue telephone 816.472.4154
city or town Kansas City state MO zip code 64108
e-mail Cydney@ahr-kc.com

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Photographs**
- **Owner Name and Contact Information**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

The Kansas City Parks and Boulevards Historic
District

Name of Property

Jackson County, Missouri

County and State

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log:

Name of Property: The Kansas City Parks and Boulevards Historic District

City or Vicinity: Kansas City

County: Jackson State: Missouri

Photographer: Richard Welnowski

Date

Photographed: March 30 and April 20, 2014; May 2015 (Photo No. 22)

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 31: North Terrace (Kessler) Park, Scarritt Point and Gladstone Boulevard; view facing southwest
- 2 of 31: North Terrace (Kessler) Park, Cliff Drive; view facing west
- 3 of 31: North Terrace (Kessler) Park, Cliff Drive; view facing east
- 4 of 31: North Terrace (Kessler) Park, Cliff Drive Bridge along Chestnut Avenue; view facing south
- 5 of 31: North Terrace (Kessler) Park, North Terrace Lake; view facing southeast
- 6 of 31: North Terrace (Kessler) Park, The Concourse; view facing south, southeast
- 7 of 31: North Terrace (Kessler) Park, The Colonnade; view facing north
- 8 of 31: North Terrace (Kessler) Park, Detail of the Colonnade; view facing north
- 9 of 31: Penn Valley Park, Penn Drive, Lake and Penn Valley Drive; view facing northeast
- 10 of 31: Penn Valley Park, Penn Drive and Stairs; view facing east
- 11 of 31: Penn Valley Park, Liberty Memorial and Mall; view facing north
- 12 of 31: Penn Valley Park, *The Scout*; view facing northeast
- 13 of 31: Penn Valley Park, *Pioneer Mother Memorial*; view facing north
- 14 of 31: The Parade, Baseball Field; view facing southeast
- 15 of 31: The Parade, Stone Stairway and Greg/Klice Community Building; view facing southeast
- 16 of 31: The Parade, Park Management Building; view facing northeast
- 17 of 31: The Paseo, *August Meyer Memorial* and Women's Leadership Fountain; view facing north, northeast
- 18 of 31: The Paseo, The Pergola; view facing southwest
- 19 of 31: The Paseo, The Pergola; view facing northeast
- 20 of 31: The Paseo, Stone Wall and Terrace with the "William T. Fitzsimons Memorial Fountain"; view facing north
- 21 of 31: The Paseo, The Pergola and the "John Williams Memorial" at Truman Road; view facing north
- 22 of 31: The Paseo, Median at 18th Street with "Salvatore Grisafe Memorial"; view facing north
- 23 of 31: Linwood Boulevard, Traffic Light at the intersection of The Paseo; view facing west
- 24 of 31: Benton Boulevard at 28th Street; view looking south
- 25 of 31: Gladstone Boulevard at Bellaire Street; view looking west
- 26 of 31: Gladstone Boulevard at Askew Avenue; view looking west
- 27 of 31: Gladstone Boulevard at Anderson Avenue; view looking south
- 28 of 31: Gladstone Boulevard, Bridge over Anderson Avenue; view looking west
- 29 of 31: Armour Boulevard at Harrison Street; view looking west
- 30 of 31: Broadway Boulevard at W. 35th Street; view looking north
- 31 of 31: Independence Boulevard at Maple Avenue; view looking east

The Kansas City Parks and Boulevards Historic
District

Name of Property

Jackson County, Missouri

County and State

Figure Log:

Include figures on continuation pages at the end of the nomination.

- No. 1: Map of the Historic District
- No. 2: George Edward Kessler
- No. 3: Map of Kansas City Showing Original Study for Park System, 1893
- No. 4: Drawing of North Terrace Park, October 12, 1893
- No. 5: Cliff Drive, 1903
- No. 6: Cliff Drive, 1938
- No. 7: The Colonnade at North Terrace (Kessler) Park, 1945
- No. 8: Map of Penn Valley Park, 1910
- No. 9: Penn Valley Park, Penn Drive, 1920
- No. 10: Penn Valley Park, Lake, 1932
- No. 11: *Pioneer Mother Memorial* and Liberty Memorial in background, 1927
- No. 12: *The Scout*, 1960
- No. 13: Drawing of Parade Park, c. 1906
- No. 14: Parade Park, 1910
- No. 15: August Meyer, n.d.
- No. 16: Detail of a drawing of The Paseo, no date.
- No. 17: The Pergola on The Paseo, c. 1908
- No. 18: Linwood Boulevard at The Paseo with Traffic Light, 1932
- No. 19: Gladstone Boulevard near the Concourse, 1899
- No. 20: Gladstone Boulevard, n.d.
- No. 21: Armour Boulevard from Warwick Boulevard, 1925
- No. 22: Broadway Boulevard from Armour Boulevard, 1947
- No. 23: Independence Boulevard from Woodland, 1895

Maps

Photograph Maps

- No. 1 (Photographs 1 through 8)
- No. 2 (Photographs 9 through 13)
- No. 3 (Photographs 14 through 16)
- No. 4 (Photographs 17 through 22)
- No. 5 (Photograph 23)
- No. 6 (Photograph 24)
- No. 7 (Photographs 25 through 28)
- No. 8 (Photograph 29)
- No. 9 (Photograph 30)
- No. 10 (Photograph 31)

Site Maps:

Scaled down site maps showing the associated contributing and non-contributing features within the Kansas City Parks and Boulevard Historic District are attached at the end of this nomination. Large scale images of these maps are provided separately. Please note these are close up of individual resources. The overall district boundary map outlining how these resources interconnect is provided on Figure 1 and the Lat/Long District Map (pg. 79.)

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The Kansas City Parks and Boulevards Historic District
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Summary

The Kansas City Parks and Boulevards Historic District (Figure 1) is located in Kansas City, Jackson County, Missouri. The Historic District is generally bounded by the Missouri River on the north, the Missouri state line on the west, Hardesty Avenue on the east and Armour Boulevard on the south. The proposed district is comprised of four property types as described in the MPDF titled "The Kansas City System of Parks and Boulevards," including the following: Community Parks, Intra-Neighborhood Connectors, Major Residential Main Streets, and Commercial Corridors. There are three Community Parks including North Terrace (Kessler) Park, Penn Valley Park and The Parade. In addition, there are three Intra-Neighborhood Connectors including The Paseo, Linwood Boulevard and Benton Boulevard; two Major Residential Main Streets including Gladstone Boulevard and Armour Boulevard. Lastly two Commercial Corridors, Broadway Boulevard and Independence Boulevard, are included in this nomination. As stated in the MPDF, "The [parks and boulevard] system, as it stands today, is an outgrowth of [George E.] Kessler's 1893 Parks and Boulevards system (Figures 2 and 3) for the city that launched the idea of a comprehensive park system to guide and coordinate urban growth."¹ The Kansas City Parks and Boulevards Historic District" contains 31 contributing resources and 16 non-contributing resources. Of the 31 contributing resources, there are 4 sites, 19 structures, and 8 objects. Of the fifteen non-contributing resources, there are 2 buildings, 4 structures, and 10 objects. It is important to note that parks are counted as sites while boulevards are counted as structures, relative to this National Register Nomination. Furthermore, Liberty Memorial, listed in the National Register in 2000 and as a National Historic Landmark in 2006, is included in the overall discussion as one structure within the larger district; however, as a previously listed resource, it is not included in the overall resource count.² The same is true for the Parade Park Maintenance Building (NR; 2008). Parking lots were not counted as it was found that they are not substantial in size and scale, accommodating not more than ten spaces. Tennis courts, playgrounds and practice courts were not included in the resource count, as well, as they are typically modified or possibly altogether removed over time. As illustrated in the general map (Figure No. 1), these parks and boulevards are considered a citywide network, encompassing the city's central core through Midtown. The majority of the parks and boulevards and associated features retain integrity of location, design, setting, materials, workmanship, feeling and association, and therefore, meet the registration requirements as set forth in the MPDF. The integrity of the parks and boulevards included in this historic district are discussed in the relative property type narratives, accordingly.

¹Cydney E. Millstein and Paul Novick, "The Kansas City System of Parks and Boulevards, National Register of Historic Places MPDF, November 1, 2013, E9.

²Liberty Memorial contains 9 contributing resources, as defined in the "Liberty Memorial National Register Nomination", 18 August 2000. See page 2 of the cover jacket.

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Elaboration

The following descriptions of parks and boulevards are directly related to the Associated Property Types as defined in the Kansas City System of Parks and Boulevards MPDF. Furthermore, they are all related to the two associated contexts as identified in Section E of the MPDF: "The Work of George Edward Kessler and the Kansas City Parks and Boulevards System, 1887-1926" and "The Next Generation of Kansas City's Parks and Boulevards 1927-1966." These parks and boulevards often include historic and/or non-historic resources such as buildings, structures, sculpture, memorials, fountains, etc., that are associated with a particular park or boulevard.

As stated in the MPDF, "each of the descriptions of the property types enumerates defining characteristics. Certain roads, circulation paths, walkways, paved play areas, tennis courts, basketball courts, etc., have been changed or modified over time and in many instances original surfaces have been repaved, playground equipment (and other furnishings) has been updated due to deteriorated condition and/or current code requirements."³

"While these features are important to the overall function, especially that of a park, the changes are typically compatible with the overall historic character. For example, there are instances where circulation paths have been paved with asphalt, but the size and width has not been significantly changed, unless ADA guidelines were required. In addition, many of the boulevards have been resurfaced since they were initially constructed; this is warranted due to an increase in traffic and modes of transportation through the years. In most cases, historic alignments and widths were adhered to throughout the system, thereby retaining overall integrity."⁴

The following descriptions are based, in part, on the two previous surveys: "Historic Resources Survey of the 1893 Parks and Boulevard System"⁵ and the subsequent study, "Landscape Architectural/Historic Survey of Parks and Boulevards, 1893-1940."⁶ Descriptions have been updated, when appropriate. Acreage of each park and boulevard is listed with each resource. Boulevard acreage is based on distance in miles and average right-of-way (ROW) width, which varies with each boulevard. The Paseo, for example, has an average of 200 ft. ROW, while the remainder of the boulevards average between 74 feet and 100 feet.

³Millstein and Novick, MPDF, F1.

⁴Ibid, F2.

⁵Deon Wolfenbarger, "Historic Resources Survey of the 1893 Parks and Boulevard System," 1989.

⁶Tourbier and Walmsley, Inc., Architectural & Historical Research, LLC and Theis Doolittle and Associates, Inc., "Landscape Architectural/Historic Survey of Parks and Boulevards, 1893-1940, Kansas City, Missouri," 1994.

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General Remarks about the District

The parks and boulevards included in "The Kansas City Parks and Boulevards Historic District" vary in size, topography and layout. Together, they form the nucleus of the parks and boulevard system that shaped Kansas City over the ensuing years. This comprehensive network of green space interconnected by broad parkways and boulevards transformed and guided urban growth within the early years of the city and its impact, foremost (but not limited to) as an urban planning tool, remains to this day. This "armature" of green space that defines "The Kansas City Parks and Boulevards Historic District" intertwined with the urban landscape remains the legacy of parks and boulevard system of Kansas City (Please see Figure No. 1 and the Lat/Long District map on pg. 79 for district boundaries).

"The Kansas City Parks and Boulevards Historic District" is characterized by a wide variety of physical and geological characteristics. North Terrace Park (renamed Kessler Park), located along the river bluffs in the northeast portion of the city, is rich in both topography and vegetation. Gladstone Boulevard, with its varying alignment and grade and generous width, runs generally along the southern edge of North Terrace Park and provides a connection from North Terrace Park to Independence Avenue on the western end of the park.

Benton Boulevard is the easternmost boulevard within the system and connects Independence Avenue on the north end to Linwood Boulevard at its southern terminus. At the southern terminus of Benton Boulevard it intersects with Linwood Boulevard, an east-west commercial corridor. From this point Linwood extends west to its connection with Broadway Boulevard, which then connects to Armour Boulevard on the south.

Armour Boulevard, which is also a commercial corridor, continues due west to its intersection with Broadway Boulevard. From this point Broadway Boulevard, an additional commercial corridor turns to the north until it intersects with Penn Valley Park, a large portion of land, which holds large open expanses, varying topography, a small lake and many native limestone outcroppings.

Independence Boulevard is a commercial corridor connecting Benton Boulevard on the east to The Paseo on the west. This portion of The Paseo is a north-south Parkway with an expansive median connecting Independence Avenue on the north to The Parade that is a gently sloping open space with numerous mature trees and park facilities.

Parks

There is one type of park found within "The Kansas City Parks and Boulevards Historic District", that of Community Parks. Major features, such as architecture, memorials, fountains, bridges, etc., within these parks are examined and included in the overall

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resource count. It should be noted, however, that minor, small-scale features, mostly commemorative plaques affixed to boulders and signposts, are briefly described, yet are not included in the overall resource count. Furthermore, playgrounds, small basketball practice courts and tennis courts are not included in the overall count, as well. Contributing and Non-Contributing features found within these parks are listed with the description of each park.

Community Parks

As stated in the MPDF, "Community Parks are generally defined as larger than neighborhood parks and central to an area of several neighborhoods. While some are smaller in acreage, they provide a central park, of sorts, serving the adjacent and surrounding neighborhoods."⁷ The following is a description of the three Community Parks included in "The Kansas City Parks and Boulevards Historic District."

North Terrace: 303.51 acres (Acquired 1895; Contributing Site. Photographs 1-8; Figure Nos. 4-7; Maps pp. 67-68)

North Terrace Park, considered a Community Park (renamed George Edward Kessler Park in 1971) covers a total of 303.51 acres and is divided into two sections by a ravine occupied today by Chestnut Trafficway, a major north-south connector. Two large native limestone promontories are in each section: Prospect Point in the west, and Scarritt Point in the east. The view of the Missouri River valley with the downtown skyline in the distance from these promontories is commanding.

Cliff Drive (Photographs 2-3; Figures 5 and 6) meanders through the entire rugged, picturesque park, and connects Scarritt Point and Prospect Point with a bridge over Chestnut Trafficway. Cliff Drive, a Missouri Scenic Byway, is approximately six and one half miles in length, extending eastward to Belmont and westward to Highland Avenue where The Paseo was extended north to meet it. Large stone columns and walls with iron railings are situated at the entrances to the park on Cliff Drive. The drive itself winds through rugged terrain with large native limestone outcrops and historically was used for both vehicles as well as horses. The road is constructed of asphalt with much of the original native stone curbing in place. In most locations the roadway is enclosed with a dense canopy of large, mature shade trees.

In addition to the rough terrain, the park also contains many levels of gently sloping areas suitable for recreation activities. The western section includes open ground where playground equipment is installed. A historic concrete reservoir, oval in shape and approximately 590' long by 230' wide, is surrounded by an iron fence and is currently unused and overgrown with vegetation. Fairly level ground exists above Scarritt Point. Rough cut native stone steps blending with the park setting provide access from the

⁷Millstein and Novick, MPDF, F4.

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upper portions of the park to Cliff Drive, as well as to the East Bottoms below Cliff Drive.⁸

North Terrace Lake (Photograph 5), an irregularly shaped body of water in the ravine west of Chestnut Trafficway, contains a small island in its southeast portion. Concrete sidewalks surround and protect the entire water's edge, and provide access for fishing. Cliff Drive Arch Bridge (Photograph 4), designed by Harrington, Howard and Ash in 1920, is a concrete arch span that stretches over Chestnut Trafficway and carries Cliff Drive. It is sited at the east of North Terrace Lake.

The Concourse (Photograph 6), attributed to George Kessler, is a two-block, rectangular level area of the park bounded by Gladstone Boulevard on the north, Benton Boulevard on the east, and Anderson Avenue on the south. A fountain is the main focus in the center of The Concourse. As described in the "Historic Resources Survey of the 1893 Parks and Boulevards System", The Concourse "is a large rectangular pool surrounded by a low stonewalls. A spray ring is the central water feature, with several other water jets, some of which arch inward, and others straight up. Modern concrete benches are around the pool. At the south end of The Concourse is a small stone, gable-roof building, with a south gable-roof bay, and a north hipped-roof bay."⁹

Other resources within North Terrace Park include The Colonnade (Photographs 7 and 8). Designed by Henry Wright, the Colonnade is an historic Beaux Arts structure of cut limestone with red clay tile roofing with portions of open trellis (Figure 7). A memorial to John F. Kennedy, designed by Salvatore Arnone, is constructed of limestone and bronze and is sited in the center of the Colonnade. West of The Concourse and Gladstone Boulevard are four lighted tennis courts, and a smaller hard-surfaced playing court (not included in the overall resource count as mentioned above).

From the eastern terminus of Cliff Drive (at approximately Elmwood), North Terrace Park narrows between the Missouri River valley and Gladstone Boulevard, containing just native vegetation and bluffs. This strip extends to the eastern edge of the park to "Indian Mound", a twelve-acre site that was rehabilitated as part of a WPA project in 1937-1938. Lastly, the Water Works Reservoir, designed by the Kansas City Water Department with W. G. Goodwin, Chief Engineer, in 1919-1920, measures approximately 591 feet long by 225 feet wide. Its concrete basin features an iron fence around the perimeter. Due to leaking, it was drained in 1931.

⁸The steps descending from the upper portion of the park to Cliff Drive are not visible and access to verify the condition was next to impossible.

⁹Deon Wolfenbarger, "Historic Resources Survey of the 1893 Parks & Boulevard System, Kansas City, Missouri, 1989." Section on North Terrace Park, n.p. The survey forms in this study are not paginated.

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Contributing Features:

- The Colonnade (Henry Wright; 1906-1908) (structure)
- The Concourse (George Kessler, by attribution; 1906) (structure)
- Cliff Drive (George Kessler, 1905) (c. structure)
- *John F. Kennedy Memorial* (Salvatore V. Arnone, 1965) (object)
- Indian Mound (date unknown; stabilized by the WPA in 1937-1938) (site)
- Cliff Drive Arch Bridge (Harrington, Howard and Ash; 1920) (structure)
- Water Works Reservoir (Water Department, Kansas City, MO, W. G. Goodwin, Chief Engineer; 1919-1920) (structure)

Non-Contributing Features:

- Central Electric Railway Company Bridge (1908; 1941 and 1969 modifications) (n/c object)
- Carl DiCapo Fountain (Johnson, Brickell, Mulcahy and Associates; Larkin and Associates; and M. Stimach; 1992) (n/c object)
- Entry Gates (R. Peter Loughlin; 1997) (n/c object)
- Kiosk (Scott Overbay; 2008) (n/c object)

The Central Electric Railway Bridge, the Carl DiCapo Fountain, Entry Gates and Kiosk are four features in North Terrace Park considered non-contributing. They are counted as resources in the district due to their size. The Central Electric Railway Bridge was originally designed by Waddell & Hedrick in 1900 and completed in 1908. The steel viaduct, measuring approximately 385 feet in length and sited sixty-five feet over Chestnut Avenue Trafficway, was modified in 1941 and again in 1969. The modifications to the bridge, which removed tracks and added a concrete deck, compromised the historic integrity. The domed kiosk (2008) at the west entrance to the park, the Carl DiCapo Fountain (Cliff Drive, 1989), which incorporated a natural spring into a recirculating waterfall in a limestone setting, and the large stone entry gates (1997) are modern additions outside of the period of significance.

Minor uncounted features in North Terrace Park include contemporary metal and concrete benches, metal trash receptacles, a new playground (at the west side of the Concourse).

How the Resource Meets the Registration Requirements

North Terrace Park, now called Kessler Park, has retained the vast majority of its location, design, setting, materials, workmanship, feeling and association, thereby conveying its historical significance and meeting the registration requirements as set forth in the MPDF. As originally designed by George Kessler, North Terrace Park has retained its overall integrity of design in its overall shape, spatial relationships, forested and open areas. Cliff Drive, as the park's major feature and pleasure drive, has only

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been slightly modified from the Kessler's original 1893 design for this contributing feature. For example, portions of the original granite curbs have been replaced in various areas and storm catch basins have been added. Additional contributing features including the Colonnade, the Concourse, and the John F. Kennedy Memorial, have all maintained their materials and workmanship and remain in good condition. Cliff Drive Arch Bridge, too, has retained its original materials and workmanship, although some of the stonework is in need of repair. The Waterworks Reservoir, while no longer in use as originally intended, has retained its design and much of its original materials. Currently, there are plans to restore much of the character-defining features of the reservoir.

Penn Valley: 176.58 acres (Acquired 1898; Contributing Site. Photographs 9-13; Figures 8-12; Map pg. 69)

Penn Valley Park, a Community Park is a 176.58-acre site with dramatic changes in topography (Figure 8). The park is irregularly bounded: the western portion is rectangular, and is bounded by Southwest Trafficway on the west, 31st Street on the south, Wyandotte on the east, and 26th Street on the north. The northeast portion of the park, where Liberty Memorial (National Historic Landmark; 2006) is sited, is bounded by Main Street on the east, Pershing Road on the north, Kessler Drive on the west and 26th Street on the south. The main drive, Penn Valley Drive, physically and visually separates the park into two major sections. Also separating the two sections is a high limestone cliff covered with vegetation on the east of Penn Valley Drive.

Penn Valley Drive, a curving, four-lane roadway, separates the eastern and western sections of the park (Photograph 9). The opposing directions of traffic on Penn Valley Drive are separated by a narrow median planted with turf and shade trees. Broadway joins with Penn Valley Drive at the southern end of the park by means of a concrete bridge with stone abutments. At the approximate location of the bridge is the drive entrance to the western section of Penn Valley Park. A narrow ravine runs north/south between Penn Valley Drive and Penn Drive, with a park road to the west (Figure 9). A native limestone wall is at the south end of the ravine, on grade with the road. A contemporary fitness trail meanders through the bottom of the ravine, crossing the creek bed twice with small, arched native stone bridges. At the northernmost section of the ravine is a 3.08-acre lagoon (Photograph 9 and Figure 10). The lagoon and its surrounding environment have gone through a recent renovation; improvements include; new walking trail surrounding the lagoon (2000), seating niches, fishing access areas, lake edge improvements and landscaping.¹⁰ A stone- faced bridge/overflow structure is at the northern edge of the lake. Along the west side of Penn Drive, across from the lake, rock outcroppings are numerous along the slope.

¹⁰Jimmie Lassing, Senior Landscape Architect for the Parks and Recreation Department, stated that the island in the lake was not part of Kessler's original design. Over the years, sediment created this land feature.

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South of the ravine (at W. Thirty-Second Street) Penn Drive slopes upward, and then turns sharply to the north providing access to four tennis courts, a half practice court and a concrete skate park. At the northern of the courts the road comes to an end. From this point a path leads to *The Scout*, a 10' tall bronze statue of a Sioux scout on horseback rests on a large native limestone base atop a high plateau in the park (Photograph 12 and Figure 12).

The Hiker is a bronze statue resting on a decorative marble plinth that is situated just south of Liberty Memorial Mall and Memorial Drive in a triangular plot of land. To the west of this statue is parking area constructed of asphalt with a concrete curb and gutter. Further west of this, at the peak of a high plateau, is the *Pioneer Mother Memorial* (Photograph 13 and Figure 11). The monumental sculpture features a group of bronze pioneer figures with their horses and rests on a large pedestal of gray granite.

North of the *Pioneer Mother* sculpture is a small picnic area with swings, two baseball fields with lighting, playground and rest shelter. At the same elevation, Kessler Drive at this point follows along the western edge of Liberty Memorial Mall (Photograph 11), and provides excellent views of the Memorial. South of the *Pioneer Mother*, west of Wyandotte, and east of Penn Valley drive is a high grassy plateau dotted with mature trees. Towards the southeast corner of the park there are two fenced in dog parks and parking lot constructed of asphalt with concrete curb and gutter. In the far southeast corner of the park there is the two-story stone building which is the current home of "Just Off Broadway Theater". *The Firefighters Memorial Fountain* is in the southwest corner of the park on the north side of W. Thirty-first Street. The memorial consists of a large circular basin with monumental bronze sculptures and dramatic water effect surrounded by a pedestrian plaza.

Contributing Features:

- Liberty Memorial (Harold Van Buren Magonigle; 1921-1926). National Register, 2000 and NHL, 2006. (Not included in the overall resource count.)
- *The Hiker* (Theo A. R. Kitson, 1947) (object)
- *Pioneer Mother Memorial* (Alexander Proctor, 1927) (object)
- *The Scout* (Cyrus E. Dallin, 1915; dedicated 1922) (object)
- Stone Bridge at Broadway (Bushman Construction Company, 1949-1950) (structure)
- Lagoon and dam (George Kessler, c. 1906) (structure)

Non-Contributing Features:

- Stable and Storage Barn (Root and Siemen, 1910; destroyed by fire and rebuilt in 1994 as the only black box theatre in Kansas City. (n/c building)
- *The Firefighter's Memorial Fountain* (Tom Corbin and Larkin and Associates, 1991. (n/c object)

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The Stable and Storage Barn and *The Firefighter's Memorial Fountain* are two features in Penn Valley Park considered non-contributing. They are counted as resources in the district due to their size. The limestone Stable and Storage Barn, originally designed by the Kansas City architectural firm of Root & Siemens and constructed in 1910, was all but destroyed by fire in 1990s and was reconstructed to house Just Off Broadway Theater. Due to the fire, the building has lost integrity. The Firefighter's Memorial Fountain, which features realistic figures of firefighters set in a stone basin and surrounded by multiple water jets, was designed in 1991. This is a modern addition outside the period of significance.

Minor uncounted features in Penn Valley Park include cobra type and contemporary acorn lighting fixtures; contemporary concrete stairs, metal trash receptacles, benches, and bollards; and a skateboard park with sports lighting (sited to the south of *The Scout*).

How the Resource Meets the Registration Requirements

Penn Valley Park and its contributing features have retained the majority of its location, design, setting, materials, workmanship, feeling and association, thereby conveying its historical significance and meeting the registration requirements as set forth in the MPDF. The current boundaries of Penn Valley Park reflect the 1926 additions to park land acquired as the site for Liberty Memorial. Kessler's original design, including Penn Valley Drive (except for median at its center), the inner park drive, the lagoon and dam (restored in 2008), and overall vegetation, retaining walls, stairs and natural limestone outcroppings remain intact and in good condition. Sculptures to include *The Hiker*, *Pioneer Mother Memorial*, and *The Scout* have all retained their integrity, as well. The initial road leading to The Scout has been modified; however, it essentially follows the original drive.¹¹ Improvements to Penn Valley Park over the course of twenty-five, including repairs to the existing retaining wall, lagoon and dam (which stabilized these historic elements) and construction of a fitness trail (replacing Pioneer Mother Drive), play area, and skateboard park have not diminished Kessler's original design.

The Parade: 20.99 acres (Acquired 1900; Contributing Site. Photographs 14-16; Figure Nos. 13-14; Map pg. 70)

The Parade is a 20.99-acre park located on the eastern edge of The Paseo between Truman Road and Seventeenth Terrace (Figures 13 and 14). The rectangular park slopes from a high elevation on the northern edge down to the south. The northern edge of the park has the greatest number of trees of varying age, the majority of which are sycamore. On the west side of the park the original stone entry steps (Photograph

¹¹ Janice Lee and David Boutros, et. al, eds. *A Legacy of Design: An Historical Survey of the Kansas City, Missouri, Parks and Boulevards System* (Kansas City: Kansas City Center for Design Education and Research, 1995), 79.

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15) with decorative low columns connecting to The Paseo remain. In the southeast corner of The Parade is the historic Park Management Building (now the Horace M. Peterson III Building; Photograph 16), a two-story limestone structure with red tile roof and home to the Black Archives, Ewing Kauffman Hall and the Full Employment Council. It is listed in the National Register (2008) and is not included in the overall resource count.

There are a number of contemporary additions to the park including an oval walking path enclosing a green space, which contains a ball diamond with backstop and dugouts. Walks from the two northern corners connect with the track and the four tennis courts in the northeast corner. To the southeast of the track are two paved basketball courts and a playground structure. In the southwest portion of the site is the Gregg /Klice Community Center, a two-story, flat-roofed brick structure. A half-circle drive and a curvilinear parking area are located south and east of the structure. A small spray-ground (water playground) resides in the southwest corner of the park.

Contributing Features:

- Park Management Building (Arthur L. Sparks, 1912; renovated in 2008; National Register of Historic Places, 2008) (Not included in the overall resource count.)
- Stone Steps (George E. Kessler, 1906) (structure)

Non-Contributing Feature:

- Gregg/Klice Community Center (John Sparks, 2002; Addition by George Kipp, Go Studios, 2012) (n/c building)

Gregg/Klice Community Center is one feature in The Parade considered non-contributing. It is counted as a resource in the district due to its size. Designed by John Sparks and constructed in 2002 with an addition by George Kipp, Go Studios in 2012, the two-story, flat roof structure is a modern addition outside the period of significance.

Minor uncounted features in The Parade include sports and contemporary period lighting, metal benches and trash receptacles.

How the Resource Meets the Registration Requirements

The Parade has retained the majority of its location, design, setting, materials, workmanship, feeling and association, thereby conveying its historical significance and meeting the registration requirements as set forth in the MPDF. The boundaries for this park have not changed and the majority of the historic materials, including the historic stairs designed by Kessler, remain intact. The one change to The Parade that of the loss of the actual "parade" or military drilling area where a jogging path now circles the original green space has not diminished the intent of the park, as it is still an area used for passive recreation. The vegetation at the northern portion of the park and the

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historic Park Management Building reflect the original design, adding to a sense of time and place.

Boulevards

Intra-Neighborhood Connectors

George E. Kessler designed all of the Intra-Neighborhood Connectors included in this National Register Nomination: The Paseo, Linwood Boulevard and Benton Boulevard. These boulevards "serve as the backbone of Kansas City's Parks and Boulevards System"¹² as stated in the MPDF. Furthermore, the MPDF states that, "these roadways, serving a large swath of the city, east to west and north to south, combine two types of landscape design: the City Beautiful and the American Romantic Style."¹³

The Paseo: 1.1 miles; 19.4 acres (Various acquisition dates beginning in 1896; Contributing Structure. Photographs 17-22; Figure Nos. 15-17; Map pg. 71)

The initial section of The Paseo designed by George Kessler runs from Independence Avenue on the north to E. 18th Street on the south and is considered an Intra-Neighborhood Connector (Figure No. 16). The Boulevard within this area is a six-lane divided roadway with a right-of way of +/- 186 feet. Within this right-of way there exists a generous center median of +/- ninety-feet planted with shade trees of varying varieties. In addition the boulevard is flanked on both the east and west sides by a green verge containing additional shade trees and a concrete sidewalk.

The Paseo is adorned with a number of architectural elements along its length. In the median of the northern end of the boulevard is the Ninth Street Fountain, now known as the Women's Leadership Fountain. Directly adjacent to E. 9th Street is a concrete entry plaza, enclosed by low cut limestone seatwalls and steps surrounding a central planting bed. Period lights rest on limestone plinths on the north, east and west sides of the plaza space. The fountain itself is an oval basin featuring multiple fountain jets enclosed by a lower cut limestone edge on the northern portion. The east, south and west edges are enclosed by decorative limestone columns with a ball finials; limestone balustrades join the columns enclosing the fountain basin. A generous central sidewalk joins the fountain plaza to an additional plaza space surrounding the *August R. Meyer Memorial* (Photograph 17; the fountain can be seen in the background of this image). The memorial consists of a nine-foot-high bas-relief of Meyer, which is mounted on a marble base, as a tribute to August Meyer, the first official Park Board President (and Figure No. 15). A marble staircase, enclosed with sidewalls mounted with decorative urns lead to a sidewalk along E. 10th Street.

¹²Millstein and Novick, MPDF, F7

¹³Ibid, F8

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As the boulevard continues to the south, sidewalks are introduced on both the east and west sides of the center median, which is planted with large shade trees in an informal manner. The Pergola (Photographs 18 and 19 and Figure No. 17) is located on the west side of the center median between Tenth and Eleventh Streets. The limestone structure consists of regularly spaced, fluted columns cast stone and wooden trellis elements forming a partially enclosed roof. The three levels of the pergola follow the south sloping grade and are connected by stone steps.

Within the median between 11th and 12th Streets the sidewalk shifts to the center of the median. The walkway has a central planting bed and regularly placed decorative metal benches (non-historic) and contemporary light standards. The southern end of the median along 12th Street contains the Terrace, a large oval plaza with a grass parterre and flagpole supported by 12' high, highly crafted native limestone retaining walls (Photograph 20). The walls along the terrace level include regularly spaced columns with cut limestone balustrades. Limestone steps and walls provide access to the Paseo on both the east and west sides. Ornamental light fixtures are located on both the columns and south face of the Terrace wall. *The William T. Fitzsimons Memorial* is located on the south face of the monumental retaining walls and consists of an inscribed panel surrounded by stone pilasters, which are capped with a round arched pediment. A lion's head spout originally directed water into a radial fountain bowl (Photograph 20).

The median between 12th and 13th Streets contains a Spanish Cannon placed within a small concrete plaza. An oval concrete pedestrian walk is located within the median and encloses an area of turf, shrub and seasonal plantings that is slightly depressed from the sidewalk level. The circular median at 13th Street contains a concrete sidewalk running east to west and one large shade tree. The median from 13th to 14th Streets contains only turf and a mix of shade and evergreen trees planted in an informal layout. The portion of The Paseo, which passes under Interstate-70 (Photograph 21), contains turf and only minimal trees. The portion of the median directly north of Truman Road contains a small-scaled Pergola with the turf sloping down to the *Rev. John W. Williams Memorial* (1991; Photograph 21) consisting of semi-circular plaza a low limestone walls and plantings. A statue of the Reverend resides in the plaza area facing south. The final portion of The Paseo stretches from Truman Road to 18th Street contains turf and shade trees; in a few locations the shade tree edge is not continuous. *The Salvatore Grisafe Memorial*, a 12' high stainless steel contemporary sculpture is located in a small concrete plaza at approximately 16th Street and includes concrete benches (Photograph 22).

Contributing Features:

- *August Meyer Memorial* (Daniel Chester French; 1909) (object)
- The Pergola (John Van Brunt; 1900) (object)

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- Twelfth Street Terrace (John Van Brunt; c, 1890s) (structure)
- *The William Fitzsimons Memorial Fountain* (John Van Brunt, designer, 1918; Jorgen C Dreyer, 1922) (object)

Non-Contributing Features:

- Women's Leadership Fountain, formerly the Ninth Street Fountain. (Originally designed by George Kessler and John Van Brunt, 1899; repaired in 1970; recreated by Susan Richards Johnson, 2003) (n/c object)
- *Rev. John Williams Memorial* (Tom Corbin, 1991) (n/c object)
- Pergola at Truman Road (BNIM, 1995) (structure)
- *Salvatore Grisafe Memorial* (Jac T. Bowen, 1968) (object)
- Spanish Cannon, "Sancho el Bravo" (Royal Arsenal, cast in 1856; dedicated at site in 1899) (object)
- *Black Veterans Memorial* (Kansas City Parks Department and the Enshirners, a civic philanthropy group in Kansas City, 2010) (object)

Women's Leadership Fountain, formerly the Ninth Street Fountain; the *Rev. John Williams Memorial*; the Pergola at Truman Road, the *Salvatore Grisafe Memorial*, the Spanish Cannon, "Sancho el Bravo", the *Black Veterans Memorial* are six features along The Paseo considered non-contributing. They are counted as resources in the district due to their size. Because the original Ninth Street Fountain, now the Women's Leadership Fountain was recreated in 2003 (see description above), it no longer reflects its historic integrity and is considered non-contributing. The *Rev. John Williams Memorial*, the Pergola at Truman Road, the *Salvatore Grisafe Memorial*, and the *Black Veterans Memorial* (all described above) are modern additions outside the period of significance. Lastly, the Spanish Cannon was moved from its original site.

Minor uncounted features along The Paseo include metal bollards, benches and trash receptacles, cobra head and contemporary acorn lighting fixtures and a flagpole with an American flag (at 11th Street).

How the Resource Meets the Registration Requirements

The Paseo stretching from Independence Boulevard to 18th Street has retained the vast majority of its location, design, materials, workmanship, feeling and association, thereby conveying its historical significance and meeting the registration requirements as set forth in the MPDF. As stated above and as originally designed by Kessler, The Paseo retains its six-lane divided roadway with a right-of way of +/- 186 feet. Within this right-of way there exists a generous center median of +/- ninety-feet planted with shade trees of varying varieties, some of which have replaced original specimens. In addition the boulevard is flanked on both the east and west sides by a green verge containing additional shade trees, and a concrete sidewalk. The greatest loss to The Paseo is that

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of the sunken gardens; while their location is still very much intact and evident, the formal, complex plantings are no longer intact and have been replaced with annuals. Features along this stretch of The Paseo, including the *August Meyer Memorial*, the Pergola, The Twelfth Street Terrace and the *William Fitzsimons Memorial Fountain* have retained their historic integrity and enhance the experience and meaning of The Paseo. Lastly, it should be noted that many of the adjacent apartments, mostly on the west side of The Paseo have undergone rehabilitation, restoring the setting from earlier years.

Linwood Boulevard: 2.1 miles; 24.4 acres (Various acquisition dates beginning in 1899; Contributing Structure. Photograph 23 and Figure No. 18; Maps pp. 72-73)

Linwood Boulevard as designed by George Kessler is a major artery connecting Broadway Boulevard on the west to Benton Boulevard on the east and is considered an Intra-Neighborhood Connector. Throughout its length, the boulevard gently rises and falls with the surrounding topography in a predominately straight alignment. The standard cross section of Linwood Boulevard is a sixty-foot wide roadway constructed of asphalt and concrete curb and gutter with ten to twelve foot grass verges and five to six foot concrete sidewalks on both sides of the boulevard resulting in a overall right-of-way of +/- ninety-six feet. Linwood Boulevard from Broadway on the west to The Paseo is predominantly commercial and multi-family residential. Within this section some of the grass verges have been lost and the street tree planting are not entirely consistent; however the overall historic character is intact.

Within the section from The Paseo eastward to Benton Boulevard the land use is a mix of single and multi-family residential, commercial and institutional. Within this area most of the grass verges remain, however the street tree placement is not consistent. A historic 17-foot high traffic signal is located in the center of the intersection of Linwood Boulevard and The Paseo (Photograph 23 and Figure 18). The signal, designed by Kansas City architect Edward B. Delk "is a chromium-plated signal light which is mounted on a Carthage cut-stone standard (base) which, in turn, is mounted on three-foot-high honed concrete base."¹⁴ A non-contributing reinforced concrete overpass (over MO State Highway 71), with metal railing and decorative lighting, serves as a connector to the rest of the system.

Contributing Feature:

- Traffic Signal at The Paseo and Linwood (E. B. Delk, 1932) (object)

Non-Contributing Feature

- Bridge at MO Highway 71 (Missouri Department of Transportation with Ochsner, Hare & Hare, landscape architects, 2001-2002) (n/c structure)

¹⁴Wolfenbarger, Historic Resources Survey, Section on Linwood Boulevard, n.p.

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The bridge at MO Highway 71 is one feature along Linwood Boulevard considered non-contributing. It is counted as a resource in the district due to its size. Designed by the Missouri Department of Transportation with Ochsner, Hare & Hare, landscape architects in 2001-2002, this concrete overpass (described above) is a modern addition outside the period of significance.

Minor uncounted features along Linwood Boulevard include cobra head lighting.

How the Resource Meets the Registration Requirements

Linwood Boulevard has retained the majority of its location, design, feeling and association, and some of its materials and workmanship, thereby conveying its historical significance and meeting the registration requirements as set forth in the MPDF. While the overall historic width of Linwood has been retained, sidewalks at the western end have replaced some of the grass verges, yet in spite of this change, the overall historic feeling of the boulevard remains. However, while the width of the street has increased over the years (this was anticipated by Kessler), the overall design intent has not been negatively impacted. Through the years, curbs and sidewalks have been improved, in keeping with the stewardship of the boulevards. The one contributing feature, that of the Traffic Signal at the intersection of The Paseo, is intact from its original design and in good condition.

Benton Boulevard: 2.9 miles; 35.2 acres (Various acquisition dates beginning in 1896; Contributing Structure. Photograph 24; Map pg. 74)

Benton Boulevard connects two important east-west routes within the Park and Boulevard System, Gladstone Boulevard (at its intersection with St. John Avenue) on the north to Linwood Boulevard on the south and is considered an Intra-Neighborhood Connector. The alignment of Benton Boulevard runs north to south throughout with the exception of a slight jog to the east at its intersection with Independence Avenue; a four-block jog back to the west at E. Truman Road and a final one-block jog to the east at E. 27th Street. Without exception, Benton Boulevard's cross section is the characteristic (approximate) 100-foot wide boulevard constructed of asphalt and concrete curb and gutter with a forty foot roadway, fifteen to eighteen foot grass strips and five to six foot concrete sidewalks. Single-family residential housing line both sides of the boulevard. Throughout the boulevard there is a single row of mature trees on both sides of the roadway providing the over-story canopy planned by George Kessler.

There is one contributing feature found along Benton Boulevard at 19th Street, that of a reinforced concrete bridge over the Kansas City Terminal Railway Tracks. Designed by Waddell and Hedrick and constructed in 1902, the bridge remains in fair condition.

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- Bridge over the Kansas City Terminal Railway Tracks (Waddell and Hedrick; 1902) (structure)

Minor uncounted features along Benton Boulevard include cobra head and contemporary acorn lighting fixtures and contemporary neighborhood markers.

How the Resource Meets the Registration Requirements

Benton Boulevard has retained the vast majority of its integrity of location, design, setting, materials, workmanship, feeling and association, as set forth in the MPDF. As part of the park and boulevard system, Benton Boulevard has maintained its original intent, function, width (and boundaries), and plantings that have evolved, or grown organically, over time (of course, through time, there have been replacements of trees, etc., due to age and attrition).¹⁵ As noted above, without exception, Benton Boulevard's cross-section is the characteristic (approximate) 100-foot wide boulevard with a forty-foot roadway, as designed by Kessler. While curbs and road surface has been updated (and certainly anticipated due to overall wear and increase in traffic), this has not affected the overall integrity of Benton Boulevard. Single-family residential housing lines both sides of the boulevard throughout, as it has historically.

Major Residential Main Streets

As described in the MPDF, the Major Residential Main Streets provide connections to the Intra-Neighborhood Connectors (see above) and/or parks. The two Major Residential Main Streets included in this nomination are Gladstone Boulevard and Armour Boulevard, designed by George Kessler and recommended in the *1893 Report*.

Gladstone Boulevard: 2.1 miles; 18.8 acres (Various acquisition dates beginning in 1895; Contributing Structure. Photographs 25-28; Figure Nos. 19-20; Map pg. 75)

Gladstone Boulevard begins at Independence Boulevard running north to Kessler Park, past the Gladstone Boulevard over Anderson Avenue Bridge (a wrought-iron arched span dating from 1898; Photograph 28) turning east passing in front of The Colonnade. From this point the boulevard makes several northern and eastern turns before turning east and following the southern edge of Kessler Park to Hardesty Avenue. Gladstone Boulevard is a wide, two-lane roadway of varying width with grass verges and sidewalks on both sides of the roadway. Where that road abuts North Terrace (Kessler) Park the regular street trees are replaced by the more informal plantings with the park on its north side. Gladstone Boulevard has a wealth of mature shade trees providing a green edge as the road passes through the historic residential neighborhoods. The Thomas Hart Benton Memorial, affixed to a small boulder, is located in a recently constructed roundabout at the intersection of North Gladstone Boulevard and St. John Avenue. At

¹⁵Millstein and Novick, MPDF, F9.

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the eastern terminus of Gladstone Boulevard is a limestone wall, constructed by the WPA in 1937-1938 and placed on the north side of the street.

Contributing Features:

- Gladstone Boulevard over Anderson Avenue Bridge (Joseph Hoover with David A. Miles from the Wrought Iron Bridge Company, 1898) (structure)
- *Thomas Hart Benton Memorial* (John Van Brunt with John Williams & Company; 1915. (object)
- Stone parapet wall at eastern terminus at Belmont Avenue (WPA; 1937-1938) (structure)

Non-Contributing:

- Kiosk (Scott Overbay, 2008) (n/c object)

The Kiosk is one feature along Gladstone Boulevard considered non-contributing. It is counted as a resource in the district due to its size. Designed by Scott Overbay in 2008, the Kiosk features a dome supported by four wood columns. It is a modern addition outside the period of significance.

Minor uncounted features along Gladstone Boulevard include metal and wooden benches and metal trash receptacles.

How the Resource Meets the Registration Requirements

Gladstone Boulevard has retained the majority of its location, design, setting, materials, workmanship, feeling and association, as set forth in the MPDF. Like Benton Boulevard, Gladstone Boulevard has retained the historic feeling of Kessler's design with its wide roadway, canopy of mature trees, green edges flanked by historic residences and large sections of North Terrace Park. While traffic over the years has increased, Gladstone Boulevard still maintains a feeling of a pleasure drive and its place in time.

Armour Boulevard: 1.2 miles; 14.0 acres (Acquisition date 1899; Contributing Structure. Photograph 29; Figure No. 21; Map pg. 76)

Armour Boulevard provides an important east-west link between Broadway Boulevard on the west and The Paseo on the east and is considered a Major Residential Main Street. The grade of the roadway follows the gentle undulations of the landform throughout. The alignment is straight, responding to the area grid plan along the line of Thirty-fifth Street to the east. The cross-section throughout provides a sixty feet roadway with eight-foot grass strips and six to eight foot sidewalks. The tree canopy is

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denser on the east and west ends, opening up in the central portion between Gillham Road and Main Street. Overall the corridor still maintains the appearance envisioned by George Kessler.

There are no contributing or non-contributing resources along Armour Boulevard. However, Minor uncounted features include cobra head lighting fixtures and a single concrete bench.

How the Resource Meets the Registration Requirements

Armour Boulevard has retained the majority of its location, design, setting, materials, workmanship, feeling and association, as set forth in the MPDF. Armour Boulevard recalls, to a great degree, Kessler's original design intent; boundaries, sidewalks, original tree plantings, and much of the original neighborhood surroundings are intact and remain in good condition. Like other boulevards within the district, road width and surface have been modified, as was anticipated by Kessler. Armour Boulevard has evokes much of its historic time and place.

Commercial Corridors

As stated in the MPDF, "[w]ithin the Parks System Commercial Corridors are boulevards that run through areas of the city that are of predominantly commercial uses." For the purpose of this nomination, there are two boulevards that are considered Commercial Corridors: Broadway and Independence boulevards.¹⁶

Broadway Boulevard: 0.3 miles; 3.6 acres (Various acquisition dates beginning in 1902; Non-Contributing Structure. Photograph 30; Figure No. 22; Map pg. 77)

Broadway Boulevard (Figure 22) is an important north-south connection from Penn Valley Park/31st Street on the north to Armour Boulevard on the south and is considered a Commercial Corridor. Broadway Boulevard is a heavily traveled commercial corridor and due to this, the boulevard appears as a typical commercial roadway.

As an important commercial corridor of Kansas City, Broadway Boulevard still retains its original roadbed width, street tree location and concrete pedestrian walkways. Differing from other boulevards within the district, the commercial and residential buildings placed adjacent to Broadway were originally designed "closer to the pedestrian walks and drive lanes."¹⁷

While the MPDF states that Broadway is non-contributing due to the overall integrity of this boulevard, it should be noted that its purpose and intent is that of a commercial corridor, which provides a backbone and connector to the western side of the Kansas

¹⁶Millstein and Novick, MPDF, F12.

¹⁷Ibid.

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City Parks and Boulevards System, linking to Penn Valley Park, Linwood Boulevard and Armour Boulevard, thereby critical to creating this network of parks and boulevards.

Broadway Boulevard never had the aesthetics of the other boulevards designed by Kessler or successive firms, however it has continued to reflect the commercial use when Kessler initially included this thoroughfare in the parks and boulevards system. However, due to the alterations along the boulevard, which include contemporary traffic signals that stretch the width of the street and multiple sidewalk extensions (referred to as "chokers"), the overall character of Broadway Boulevard has been somewhat compromised.

Similar to a residential district with a combination of contributing and non-contributing resources, Broadway Boulevard, in the case of the "Kansas City Parks and Boulevards Historic District" is the sole non-contributing resource, while standing as an important part of the overall district.

Broadway's approximate one hundred foot right-of-way contains a six-lane and seventy-one foot wide roadway with twelve to fifteen foot wide sidewalks. Low and mid-rise commercial and multi-family structures have been built out to the right-of-way line, sidewalks are in place from the back of curb to building face throughout much of the boulevard. Consequently, there are minimal older street trees with the exception of a few locations where freestanding buildings are set back from the right-of-way.

How the Resource Meets the Registration Requirements

Broadway Boulevard, while maintaining its intent as a commercial corridor, has suffered from varying alterations. Its width, curbs, and sidewalks have been modified and its street is now lined with prominent contemporary lighting fixtures, which combined, have affected the historic integrity of this commercial thoroughfare. The overall setting has changed, especially at its northern end, where large commercial buildings have been constructed. While it does not retain enough integrity to be included as a contributing resource, it still maintains its history of connectivity and purpose as a vital and major commercial corridor and a strong link to the historic parks and boulevards district, especially at its western edge.

Independence Boulevard: 0.8 miles; 9.3 acres (Acquisition 1895-1897; Contributing Structure. Photograph 31; Figure No. 23; Map pg. 78)

Independence Boulevard is a four-lane roadway, which begins at The Paseo Boulevard on the west and continues east to Benton Boulevard. Independence Boulevard is considered a Commercial Corridor. The typical cross section is a sixty-foot wide roadway with eight to ten-foot grass verges and six-foot walks. Independence Boulevard is primarily lined by commercial development with some multi-family

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residential along its entire length. The single row of trees and grassed strips are the only elements that seems to set this apart from other commercial roads within the city.

There are no contributing features along Independence Boulevard; however, minor uncounted features include shoebox type and contemporary acorn lighting, limestone seat walls, metal trash receptacles, and contemporary neighborhood entry markers.

How the Resource Meets the Registration Requirements

Independence Boulevard has retained the majority of its location, design, setting, materials, workmanship, feeling and association, as set forth in the MPDF. Independence has always been an important commercial route, even before it was included in Kansas City's parks and boulevards system. Its single row of trees and grassed strips give the feeling of a pleasure drive instead of a commercial road, despite the increase in traffic over the years. As with other boulevards, the road has been resurfaced, and curbs and sidewalks have been replaced, but these changes have not affected the overall integrity.

List of Landscape Architects, Architects, Engineers, Artists, and Builders associated with the contributing resources included in "The Kansas Parks and Boulevards Historic District."¹⁸

Landscape Architects

Kessler, George E.
Wright, Henry
Hare and Hare

Architects

Magonigle, H. Van Buren
Sparks, Arthur L.
Delk, Edward B.
Van Brunt, John
John Williams and Company

Engineers

Harrington, Howard and Ash
Hoover, Joseph
Miles, David A.
Waddell and Hedrick

Artists

Arnone, Salvatore

¹⁸The names are listed in the order that they appear in the narrative. Those firms or individuals associated with the "non-contributing resources" can be found in the various parks and boulevards sections, above.

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Hibbard, Frederick C.
Kitson, Theo A. R.
Proctor, Alexander
Dallin, Cyrus
French, Daniel Chester
Dreyer, Jorgen C.

Builders/Contractors
Bushman Construction Company
WPA

Returned

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Summary:

“The Kansas City Parks and Boulevards Historic District,” Kansas City, Jackson County, MO, is eligible locally for listing in the National Register of Historic Places under Criterion A and C in the area of Community Planning and Development and in the area of Landscape Architecture. Additionally, sections of the district are also eligible for Transportation, Entertainment/Recreation, Architecture and Art on their own merit and are discussed in the Elaboration section, below. The development of “The Kansas City Parks and Boulevards Historic District” specifically coincides with the historic context identified in “The Kansas City System of Parks and Boulevards MPDF, “The Work of George Edward Kessler and the Kansas City Parks and Boulevards System, 1887-1926.” Furthermore, additions to these resources such as park expansions and many of the buildings and sculptures identified as part of this district coincide with the context titled “The Next Generation of Kansas City’s Parks and Boulevards, 1927-1966.” Kansas City’s parks and boulevard system is traced to the work of landscape architect George E. Kessler (1862-1923). The initial network of parks and boulevards designed and implemented for Kansas City established the nucleus and foundation for the entire system and the city as a whole as it planned for the future, while guiding the design of the entire circulatory system that shaped Kansas City. According to the MPDF, “the park system was integrated with one of the principal goals of the City Beautiful—the monumental and scenic restructuring of the center of the city.”¹⁹ “The Kansas City Parks and Boulevards Historic District” as an entry is a continuation of Kessler’s 1893 framework for Kansas City, a comprehensive network that guided and coordinated urban growth, thus its significance in Community Planning and Development.²⁰ In Landscape Architecture, “The Kansas City Parks and Boulevards Historic District” as a whole is representative of the work of George Edward Kessler and later the firm of Hare & Hare, combining the natural and formal styles in park and boulevard design. Within “The Kansas City Parks and Boulevards Historic District” there are various parks and boulevards that are significant in other areas, as well. In transportation, “The Kansas City Parks and Boulevards Historic District” affords a connection to the overall boulevard system of roadways while providing the opportunity for a wide variety of activities such as sports, hiking, bicycling, and areas for picnics and community events, tied to the area of Entertainment/Recreation. In Architecture and Art, “The Kansas City Parks and Boulevards Historic District” features a variety of buildings, structures, fountains, memorials and sculpture, often the work of noted architectures, artists and engineers that enhance portions of the system. The historic district comprises three parks including North Terrace (now Kessler) Park, Penn Valley Park, and The Parade, connected by a series of seven boulevards including Independence, Gladstone, Linwood, Armour, The Paseo, East (now Benton), and Broadway. The period of significance is 1895-1965, corresponding to the initial dates of construction for the parks and boulevards, the earliest of which is 1895. The end date of the period of

¹⁹Cydney E. Millstein and Paul Novick, “The Kansas City System of Parks and Boulevards, National Register of Historic Places MPDF, November 1, 2013, E13.

²⁰Ibid, E7.

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significance for this historic district is 1965, the date of the last constructed element considered contributing.

Elaboration:

At the time George Edward Kessler and the Board of Park Commissioners presented the 1893 Report outlining a comprehensive park and boulevard system, Kansas City had only two small neighborhood parks, that of West Triangle Park, now Drips Park,²¹ and Budd, both donated to the city. In the early 1890s, streets remained unpaved and were often muddy, and the rough, uneven topography made it difficult to traverse the city. The 1893 report, mainly written by August Meyer, Park Board President and Kessler, was subtitled "Embracing Recommendations for the Establishment of a Park and Boulevard System for Kansas City" addressed the need to correct the underdeveloped, haphazardly planned city. This system of parks and boulevards was needed in order for Kansas City to gain order to an indiscriminately organized city and, furthermore, develop a framework for the growth and development over the ensuing years, as the city moved west and south.

The Significance of the Kansas City Parks and Boulevards Historic District

The three parks and seven boulevards included in "The Kansas City Parks and Boulevards Historic District" are not only significant for the role that they play in guiding the development and implementation of the extension of the system throughout the years, but more important stand today as the core of the entire system, while sustaining a complete circulation/transportation network. This historic district illustrates the melding of landscape architecture with the practicality of city planning, park development, street design and construction. The parks and boulevards included in "The Kansas City Parks and Boulevards Historic District" fall within the MPDF contexts "The Work of George Edward Kessler and the Kansas City Parks and Boulevards System, 1887-1926," and "The Next Generation of Kansas City's Parks and Boulevards, 1927-1966," as discussed in the MPDF "The Kansas City System of Parks and Boulevards."

For this district, the dates of the period of significance specifically reflect the initial dates of construction for the parks and boulevards, the earliest of which is 1895. In fact, initial construction dates for the parks and boulevards fall within a ten-year period—1895 to 1905 and were the work of George E. Kessler. The three parks and seven boulevards included in this district nomination were included in Kessler's 1893 plan and are related to the areas of landscape architecture, transportation and entertainment/recreation significance.

²¹ The Mulkeys deeded this .16 acre park to the city in 1882, but it wasn't until the Missouri Supreme Court held that this park, originally called West Prospect Triangle, established the precedent for the park system in 1890. As a result of this ruling, the city was able to assess taxes for park and boulevard purposes.

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The end date of the period of significance for this historic district is 1965, the date of the last constructed element considered contributing. Particular dates of expansions to the three parks and seven boulevards named in this nomination and many of the buildings, sculptures and objects identified as part coincide with the context titled "The Next Generation of Kansas City's Parks and Boulevards, 1927-1966," and are significant in the areas of architecture and art.

The physical layout of Kansas City, Missouri, including its current system of parks, transportation routes and many of its individual neighborhoods owe its beginnings to George Kessler's 1893 report outlining a system of parks and boulevards for the city. The 1893 report, discussed at length in the MPDF "The Kansas City System of Parks and Boulevards" resulted in the city's circulatory system that survives today and continues to serve as the central means of transportation within the city.

As stated in the MPDF, "as outlined in Kessler's 1893 report, three major parks—North Terrace (today's Kessler Park), located in the northern section of the city, West Terrace and Penn Valley, in the western section of the city—were established.²² With Kessler, Sidney Hare helped to envision what was originally a cow path into Cliff Drive, now a Missouri Scenic Byway, a six-and-one-half-mile, winding roadway that meanders through North Terrace Park. In addition, several smaller tracks of land were reserved for The Parade, The Grove, and Budd Park (the latter by donation), in the eastern side of Kansas City and several neighborhood parks."²³

Furthermore, "the 1893 system planned to link the larger parks—North Terrace, West Terrace and Penn Valley, as mentioned above—by almost ten miles of "parkways" including Independence (already in existence), Linwood, Armour, The Paseo and East (now Benton). Except for The Paseo, the parkways were designed with a standard width of 100 feet, with a 40-foot wide central roadway flanked by thirty feet of parking comprised of turf and three rows of trees, was proposed for the initial boulevards."²⁴

While it is clear that the success of the park and boulevard system for Kansas City was due to Kessler's comprehensive design, his legacy to Kansas City must include the work of the landscape architecture firm of Hare and Hare, thereby correlating to the context, "The Next Generation of Parks and Boulevards, 1927-1966," as outlined in the MPDF. The groundwork layed by George Kessler and the members of the early park board made the system easy to maintain for the future. As such, S. Herbert Hare, who formed a firm with his father, Sidney J. Hare, remarked in 1952 that "Kansas City owes much to the vision and courage of the early members of the Park Board, and their

²²Due to modifications to West Terrace Park, it has lost the majority of its historic integrity and is not included in this District Nomination.

²³MPDF, E10.

²⁴Ibid, E11.

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consultant, the late George E. Kessler, and it is fortunate that standards they adopted have been maintained by succeeding boards.”²⁵

The impact of the Kansas City Parks and Boulevards system on community planning and development in Kansas City is extraordinary, in that in advance of the establishment of the planning profession, Kessler and the Board of Park Commissioners changed Kansas City from what was described as “unconsciously planned through the application of the congressional survey to an exceedingly difficult topography” to a community where a series of distinctive neighborhoods were joined together. “The real planning for the city as a whole,” Kessler stated, “was accomplished through the establishment and excellent maintenance of its parkways and boulevards.”²⁶ The landscape architecture firm of Hare and Hare continued this era of extraordinary planning during the Next Generation of Parks and Boulevards through 1966. Through the work of two generations of designers, the Kansas City Parks and Boulevards System improved and united the city and set the stage for future planning. The district, that represents the work of two master landscape architects who combined the American Romantic Style and the City Beautiful Movement, with the natural and varied topography of Kansas City, marks two chapters in the design legacy of Kansas City.

As stated in the Summary, there are sections of the district that are eligible in additional areas of significance. A few parks and all of the boulevards proved essential to the development of a transportation system throughout the city. Prior to the implementation of the system, Kansas City’s streets were planned on the grid system with a series of unpaved streets. Through the work of Kessler and then Hare and Hare, the difficult terrain was transformed into a system of picturesque drives and parkways that linked to the developing neighborhoods and parks and the downtown district. Following the natural and varying topography of Kansas City, Kessler instilled elements of the City Beautiful Movement throughout the system, a legacy of design that was carried forward by Hare and Hare.

Other areas of significance (Entertainment and Recreation, Architecture and Art) may apply to specific resources within the district, as noted in the following narratives. The history and significance of each of the parks and boulevards included in “The Kansas City Parks and Boulevards Historic District” are discussed below.

Community Parks

Community Parks are generally defined as larger than neighborhood parks and central to an area of several neighborhoods. While some are smaller in acreage, they provide a central park, of sorts, serving the adjacent and surrounding neighborhoods. All of the

²⁵Ibid, E21.

²⁶George E. Kessler, “The Kansas City Park System and Its Effect on the City Plan,” *Good Roads* 13 (June 2, 1917), 322.

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community parks included in this National Register Nomination were designed by George Edward Kessler and formed the core of the parks and boulevards system.

Significance of the Community Parks

North Terrace Park, Penn Valley Park, and The Parade represent three key parks that played an extraordinary role, not only in the overall development of Kansas City's park and boulevard system, but also in the formation and growth of the surrounding neighborhoods and the ensuing expansion of the entire city, as well. In addition to the areas of significance for the district as a whole (as outlined in the Summary, above), these parks are also significant in the areas of Transportation, Entertainment/Recreation and Architecture and Art.

Two parks, North Terrace Park and Penn Valley Park, are significant in the area of Transportation. Cliff Drive, located in North Terrace Park is a Missouri Scenic Byway, one of only five in the state, and provides a connection to other thoroughfares within the system. Additionally Penn Valley Drive, a four-lane roadway that bisects Penn Valley Park in a north/south direction, and Penn Drive, a two-lane road that runs along the western edge of lagoon, flow into other portions of the system, as well. All three of these Community Parks afford varying opportunities for outdoor activities in the midst of the city, where hiking, picnicking, biking, walking and areas for community events are just a few of the options-thus significant in the area of Entertainment and Recreation. Additionally, these three parks are significant in the areas of Architecture and Art, as they display features that represent various styles of architecture and art that enhance the park in which they are placed.

North Terrace (Kessler) Park

North Terrace Park, now Kessler Park, one of the major parks considered in the 1893 Parks Report, is considered a Community Park. As described in the MPDF, "Community Parks are generally defined as larger than neighborhood parks and central to an area of several neighborhoods. While some are smaller in acreage, they provide a central park, of sorts, serving the adjacent and surrounding neighborhoods."²⁷ North Terrace Park, designed in the American Romantic Style, combines natural outcroppings with Cliff Drive, a two-lane, 6.5 mile roadway listed as a Missouri State Scenic Byway,²⁸ which runs the entire length of the park, connecting Scarritt Point on the east with Prospect Point on the west. The history of the development of North Terrace Park begins in 1885 when Kansas City acquired Prospect Point, a 5.5-acre tract from Jackson County. Subsequently in 1893, Kessler prepared plans for this park sited on the bluffs in the northeastern section of the city. Condemnation of the land for North Terrace Park occurred in 1895, closely followed by opposition to its development. Other acquisitions of land for North Terrace Park took place through 1912 and Cliff Drive was

²⁷Millstein and Novick, MPDF, F4.

²⁸Cliff Drive was officially designated as a State Scenic Byway, one of only five in the state of Missouri, on June 2, 2000.

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extended to its eastern terminus in 1931, coinciding with "The Next Generation of Parks and Boulevards, 1927-1966." Per Kessler's design, the park was to remain natural in appearance; few stairways or improvements to the forested park were made. In honor of George Kessler, North Terrace Park was renamed in 1973 after the noted landscape architect.

Within North Terrace Park, there are a number of contributing (described above in Section 7) features, to include:

- The Colonnade: Designed by Henry Wright in the Beaux Arts style in 1906 and completed in 1908. It is representative of the City Beautiful Movement as a formal, well-sited architectural frontispiece, which anchors a prominent intersection adjacent to North Terrace Park.
- The Concourse: Designed by George Kessler (by attribution) in 1906.
- *The John F. Kennedy Memorial*: This memorial replaced a fountain, placed at the center of the Colonnade, in 1966.
- Indian Mound: Examined in 1923 at the request of William C. Scarritt, President of the Board of Park Commissioners, it was determined that the mound is associated with Native Americans. Due to natural erosion and some disturbance by the public, the mound was "restored" by adding soil and creating a trench at the Mound's edge by the WPA in the amount of \$200,000.
- Cliff Drive Arch Bridge, designed by the noted engineering firm of Harrington, Howard and Ash, 1920.
- Cliff Drive, designed by George Kessler with assistance from Sidney J. Hare, 1905.
- Water Works Reservoir (Water Department, Kansas City, MO, W. G. Goodwin, Chief Engineer; 1919-1920)

Penn Valley Park

Condemnation for Penn Valley Park began at the turn of the 19th century when in 1904, several hundred houses that were perched on a site known as Vinegar Hill and reached by a series of boardwalks were razed. Over the course of twenty-two years, four large tracks of land were acquired, the last or fourth in 1926. In his account of the Penn Valley area, Kessler observed that the features of Penn Valley "has extensive interior views offer board rolling prairie...that and the endless succession of hills beyond...give

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variety such as few cities could possibly obtain."²⁹ Kessler also noted that the highly picturesque Feld Park featured a lake that could be enlarged and improved.

Unlike North Terrace and West Terrace Parks, the establishment of Penn Valley Park was greatly supported by nearby property owners. Yet because of the overall condemnation cost, coupled with that of West Terrace Park, an anti-park organization called the Taxpayers League was vehemently opposed to the plan. Their efforts, however, were not successful and by 1904, Penn Valley Park began to take form. According to landscape historian Deon Wolfenbarger, Kessler's proposed (initial) plan for the park was not adhered to in the final form, with the exception of the main drive—the old route to the town of Westport.³⁰

While some of the original features of the park such as natural gas lamps and a playground gymnasium are no longer extant, there are a number of outstanding structures and sculptures that enhance the landscape. These contributing resources include:

- Liberty Memorial and the National World War One Museum: Main architect: H. Van Buren Magonigle. The Memorial was completed in 1926. Closed in 1994 due to deteriorated condition; reopened in 2004. Listed in the National Register of Historic Places (2000) and as a National Historic Landmark (2006).
- *Pioneer Mother Memorial*: Alexander Proctor with Wight and Wight, 1927. A gift from Howard Vanderslice, member of the Kansas City Arts Commission.
- *The Scout*: Cyrus E. Dallin (with WPA), 1915. Designed for the Panama-Pacific Exposition in San Francisco. On the return east, The Scout was exhibited in Penn Valley Park. With local money, the statue was purchased and dedicated in 1922.
- *The Hiker*: Theo A. R. Kitson, 1947. Commemorates the veterans of the Spanish-American War, the China Relief Expedition and the Philippine Insurrection.
- The Lagoon and Dam: Designed by George Kessler, 1906.
- Stone Arch Bridge: Designed by Bushman Construction Company, 1949-1950.

²⁹Report of the Park and Boulevard Commissioners of Kansas City, MO: *Embracing Recommendations for the Establishment of a Park and Boulevard System for Kansas City, Resolution of October 12 1893, First Report*. Kansas City: Hudson-Kimberly Publishing Company, 1893, 41.

³⁰Deon Wolfenbarger, "Historic Resources Survey of the 1893 Parks & Boulevard System, Kansas City, Missouri, 1988. See section on Penn Valley Park (the survey forms are not paginated).

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The Parade

Used as a former circus ground, land for The Parade was acquired in 1900. It was originally known as the Gates and Kendall Tract. As early as 1893, the Board of Park Commissioners looked for suitable grounds that could be used "for the drilling and parade of local military organizations, as well as for large outdoor demonstrations, public gatherings and sports."³¹ This level tract of land became The Parade, designed by George Kessler in 1899-1900. His plan included an oval track, a public bath (replaced in 1940 by the Paseo Community center, now extinct), curving paths and stone stairs. In addition, a stable and barn and a general operating plant and machine shop were constructed. From 1942-1943, soldiers on leave could stay in a tent at The Parade while in Kansas City.

While the original bathhouse has been replaced twice, there are two historic features that remain. Current contributing resources include:

- The General Operating Plant and Machine Shop: Designed by Arthur L. Sparks, 1912. This stone building, designed in the Mission Style, was initially used for the entire park and boulevard system. It was renovated for the Black Archives of Mid-America and listed in the National Register of Historic Places in 2008.
- Stone Stairs: George E. Kessler, 1906.

Boulevards

The boulevards included in this National Register nomination comprise The Paseo, Linwood, Benton, Gladstone, Armour, Independence and Broadway. As defined in the MPDF, The Paseo, Linwood and Benton are considered Intra-Neighborhood Connectors; Gladstone and Armour are Major Residential Main Streets; and Independence and Broadway are Commercial Streets. George E. Kessler was responsible for the initial design of these boulevards, included in the 1893 map of the Park System. All of the boulevards in this nomination meet Kessler's four requirements for the design of boulevards, as defined in the MPDF:

First: The routes must offer good grades. This is necessary, both in order to reduce cost of maintenance and to make driving agreeable.

Second: They must be located in a naturally sightly locality.

Third: The lands that abut upon such boulevards must be of a character satisfactory and suitable for good residences.

³¹Wolfenbarger, "Historic Resources Survey of the 1893 Parks & Boulevard System," Section on The Parade.

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Fourth: There must be no costly natural or artificial obstacles to remove to permit proper widening of the streets selected.³²

Intra-Neighborhood Connectors

These boulevards to include The Paseo, Linwood and Benton "serve as the backbone of Kansas City's Parks and Boulevards System"³³ as stated in the MPDF. Furthermore, the MPDF states that, "these roadways, serving a large swath of the city, east to west and north to south, combine two types of landscape design; the City Beautiful and the American Romantic Style."³⁴

Significance of the Intra-Neighborhood Connectors

As discussed in the MPDF, the Intra-Neighborhood Connectors, including The Paseo, Linwood Boulevard and Benton Boulevard represent one of the earliest attempts at city planning in Kansas City and were designed not only to link to the parks and to provide pleasurable drives but to also direct the residential growth and property values within the city. Both objectives were accomplished.³⁵ They survive as remarkable examples of Kessler's vision for the city and its outlying neighborhoods.

In addition to the areas of significance for the district as a whole (as outlined in the Summary, above), these Intra-Neighborhood Connectors are also significant in other areas including Transportation and Architecture and Art. The Paseo, Linwood and Benton provide a connection to other thoroughfares within the system and continue to this day to be major north/south and east/west traffic routes. For instance, as the "Historic Resources Survey of the 1893 Parks and Boulevard System" notes, Benton Boulevard and its southerly continuation received early praise as "one of the magnificent thoroughfares of the east side" and for its scenic qualities: "a beautiful perspective is obtained looking to the south, where the eye rests upon a line of hills."³⁶ These roadways, serving a large swath of the city, east to west and north to south, combine two types of landscape design; the City Beautiful and the American Romantic Style.³⁷

Furthermore, individual structures that are featured on The Paseo and Linwood Boulevard are representative of various styles of architecture and art that enhance the

³² *Ibid*, 32-33. These four stipulations were mentioned in several early *Annual Reports*, as well as professional journals. See especially William H. Wilson, *The City Beautiful Movement in Kansas City*, 50. These requirements were the driving forces behind the success of the system.

³³ Millstein and Novick, MPDF, F7

³⁴ *Ibid*, F8

³⁵ *Ibid*.

³⁶ D. M. Bone. *The Annual Review of Greater Kansas City Illustrated* (Kanas City: Business Men's League), 11.

³⁷ MPDF, F8.

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boulevard in which they are placed. Features along these boulevards include the Pergola between 10th and 11th streets along The Paseo and the Traffic Signal at Linwood Boulevard and The Paseo, to name a few.

The Paseo

Named for the Paseo de la Reforma in Mexico City, The Paseo was designed by George Kessler in 1893. Extending from Independence Boulevard to 18th Street, The Paseo stretches 1.1 miles. The Paseo replaced an area of slums with "a chain of small parks containing formal sunken gardens, fountains, pergolas and floral patterns."³⁸ Acquisition of land for this portion of The Paseo occurred from 1896-1897 and in 1898, the derelict houses were razed. The implementation of Kessler's plan from 9th Street to 18th street was completed by the turn-of-the 20th century.

Contributing features of The Paseo include:

- *The August Meyer Memorial*: Designed by Daniel Chester French (NY) in 1909. Named in honor of August Meyer, the first president of the parks and boulevards commissioners, this memorial statue is the creation of one of America's best known early 20th century sculptors and was the first to be placed in a Kansas City Park.
- The Pergola: Designed by John Van Brunt in 1900. This limestone structure, stretching over three varying levels between Tenth and Eleventh Street, is representative of the American Romantic Style. Multiple, fluted columns support a latticed wood roof, which provides shade and shelter.
- Twelfth Street Terrace: Designed by John Van Brunt c. 1890s. Constructed of quarry-faced limestone, this circular retaining wall embellished by pilasters, also features *The William Fitzsimons Memorial Fountain* (see below).
- *The William Fitzsimons Memorial Fountain*: Designed by John Van Brunt in 1918 and Jorgen C. Dreyer, 1922. This 12-foot high memorial is constructed of Dakota limestone and features an inscribed panel, carved pilasters and a lion's head spout at the fountain basin, now missing.

Linwood Boulevard

Stretching on an east/west axis, Linwood Boulevard, as initially designed by George Kessler in 1893, extends from Lydia Avenue to Benton Boulevard. Kessler recommended that, "Linwood Boulevard be adopted as a boulevard, after widening it to 100 feet from the intersection of East Boulevard (Benton) to Lydia Avenue."³⁹ The initial

³⁸Ibid, E13.

³⁹ Walmsley, et. al., Vol. II, 678.

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acquisition of Linwood Boulevard began in 1899, actually a bit further west from Troost Avenue to Benton and one year later, further west, again to Gillham Road.

A contributing feature of Linwood Boulevard includes:

- The Traffic Signal at Linwood and The Paseo: Designed by Edward B. Delk, 1932. The cut-stone Art Deco icon is the only traffic signal of its kind in Kansas City.

Benton Boulevard

Referred to as East Boulevard in the 1893 Report, this Intra-Neighborhood Connector was renamed Benton Boulevard after Thomas Hart Benton, a Missouri Senator. As originally planned it was the major north/south route on the city's east side, connecting Independence/Gladstone boulevards on the north with Linwood Boulevard on the south. In the 1893 report, Kessler and the Park Commissioners were planning ahead when they described East Boulevard as a connection to Linwood, then beyond the city limits.⁴⁰ The varied topography and existing conditions along this route made the construction of Benton Boulevard a bit complicated, so that the roadway took turns to the east at north of 15th Street and then back to north from Walrond Avenue where The Grove (park) was to be implemented.⁴¹ The first portion of Benton, stretching 2.9 miles, was completed in 1909.

There is one contributing feature found along Benton Boulevard at 19th Street, that of a reinforced concrete bridge over the Kansas City Terminal Railway Tracks. Designed by Waddell and Hedrick and constructed in 1902, the bridge remains in good condition.

Major Residential Main Streets

As described in the MPDF, the Major Residential Main Streets provide connections to the Intra-Neighborhood Connectors (see above) and/or parks. The two Major Residential Main Streets included in this nomination are Gladstone Boulevard and Armour Boulevard, designed by George Kessler and recommended in the 1893 Report.

Significance of Major Residential Main Streets

In addition to the areas of significance for the district as a whole (as outlined in the Summary, above), these Major Residential Main Streets are also significant in other areas including Transportation and Architecture and Art. They survive as connections to the Intra-Neighborhood Connectors and other portions of the parks and boulevards district. In the area of Architecture and Art, Gladstone contains two contributing features that enhance the boulevard: The Gladstone Bridge represents a unique type of span

⁴⁰ Wolfenbarger, Section on Benton Boulevard.

⁴¹ Wolfenbarger, section on Benton Boulevard. Due to changes over the years, The Grove has lost the majority of its integrity.

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and the memorial tribute to Sen. Thomas Hart Benton is the work of a master, John Van Brunt.

Gladstone Boulevard

“Gladstone Boulevard was the first boulevard developed and constructed under the control of the Board of Park Commissioners.”⁴² Initially, Gladstone was designed to be part of Independence Boulevard, but later became a separate connection.⁴³ Acquisition of land for Gladstone began in 1895 followed in 1901 and 1912. The 2.82-mile stretch of Gladstone Boulevard was all but complete by 1914.

Contributing features of Gladstone Boulevard include:

- Gladstone Bridge over Anderson Avenue: Designed by Joseph W. Hoover with David A. Miles from the Wrought Iron Bridge Company; completed in 1898. This steel arch span with period lighting and benches was renovated in 2005.
- *Thomas Hart Benton Memorial*: Dedicated to the United States Senator (from 1820-1850), the seven foot tall monument (4-ton granite boulder) was designed by John Van Brunt with John Williams & Co (plaque).
- Stone parapet wall at eastern terminus at Belmont Avenue (WPA; 1937-1938).

Armour Boulevard

Acquisition for Armour Boulevard, originally referred to as Commonwealth Avenue, a 1.25-mile roadway bounded by Broadway on the west and The Paseo on the east, occurred in 1899. One year later, the Park Board named this Major Residential Main Street Armour, after Simeon B. Armour, an officer of the famed meatpacking industry of the same name and member of the first official Board of Park and Boulevard Commissioners. Along with Benton, Gladstone and Linwood Boulevards, Armour is an example of the “standard 100-foot boulevard recommended by Kessler and adopted by the first Board of Park Commissioners in 1893.”⁴⁴ There are no features, contributing or non-contributing, sited on Armour Boulevard, for the purposes of this nomination.

Commercial Corridors

As stated in the MPDF, “[w]ithin the Parks System Commercial Corridors are boulevards that run through areas of the city that are of predominantly commercial uses.” For the purpose of this nomination, there are two boulevards that are considered Commercial Corridors: Broadway and Independence boulevards.⁴⁵

⁴² *A Legacy of Design*, 193. The portion from Independence Boulevard to Monroe Avenue

⁴³ *Ibid.*

⁴⁴ Walmsley, Vol. 11, 512.

⁴⁵ MPDF, F12.

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Significance of Commercial Corridors

In addition to the areas of significance for the district as a whole (as outlined in the Summary, above), Independence Boulevard is also significant in the area of Transportation. In planning the boulevard system, George Kessler felt that the gridiron street system already in place in Kansas City did not lend itself to a "picturesque driveway system."⁴⁶ Although he didn't attempt to change the gridiron system, he felt that "the great north [Independence and Gladstone Boulevards] and south parkways have sufficient change in alignment and grade to largely obliterate the impression of formal lines, giving very fine picturesque drives and still directly in the line of travel to and from the business city."⁴⁷ In addition, Independence Boulevard, as a Commercial Corridor, remains a major connector to the central business district of Kansas City. Due to modifications in 1988, Broadway Boulevard has not retained its integrity and therefore its significance. However, while it is a non-contributing structure in the district, it remains a key component as a major connector to the parks and boulevards included in this district.

Independence Boulevard

Prior to the issue of the 1893 Parks and Boulevard Report, Independence Avenue was the subject of design and legal work. A 3.4 miles route from 9th and Grove Streets to Fairview Avenue was proposed and adopted by city ordinance.⁴⁸ Then, in the 1893 Report, Independence was described as "already 80 feet wide and practically all, if not actually all, the property fronting upon it...is of considerable depth and beautiful."⁴⁹ Today, Independence Boulevard, separate from Independence Avenue to the east, is bounded by Woodland Avenue on the west and Benton Boulevard on the east, thereby connecting to The Paseo and Gladstone Boulevard, respectively. It is approximately .96 miles in length. There are no features, contributing or non-contributing, sited on Independence Boulevard, for the purposes of this nomination.

Broadway Boulevard

Historically, Broadway Boulevard always has been a Commercial Corridor. Stretching from approximately 31st Street, south to Armour Road, as illustrated in the 1893 Map of the Park and Boulevard System, this section of Broadway Boulevard was acquired in 1902 and completed in 1903.⁵⁰ Plans for this section of Broadway, by George Kessler,

⁴⁶ George E. Kessler, "The Kansas City Park System and Its Effect on the City Plan," *Good Roads* 13 (June 2, 1917), 322.

⁴⁷ As quoted in: Deon K. Wolfenbarger, "Historic Resources Survey of the 1893 Parks & Boulevard System, Kansas City, Missouri," Section on Independence Boulevard, n.p. This quote, more than likely, came from Kessler's 1893 Report.

⁴⁸ Wolfenbarger, section on Independence.

⁴⁹ 1893 Report, 35. It was also stated that Independence was destined to become an important west and east business street.

⁵⁰ North of 31st Street near the concrete bridge featured in Penn Valley Park, Broadway changes to Penn Valley Drive, which continues to 26th Street. At that point the street becomes West Pennway.

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were altered in 1988 when contemporary improvements were made, thus it is considered non-contributing. There are no associated features, contributing or non-contributing, sited on Broadway Boulevard, for the purposes of this nomination.

Conclusion

“The Kansas City Parks and Boulevards Historic District” includes three parks and seven boulevards that when implemented, guided development of the park and boulevard system for Kansas City throughout the years. Seen as the initial network of parks and boulevards designed and implemented for Kansas City, the parks and boulevards included in the historic district established the nucleus and foundation for the entire system—thus the city as a whole—as it planned for the future, directing the design of the entire circulatory system that shaped Kansas City. The Community Parks are central to an area of several neighborhoods, while catering to all age groups. A series of boulevards including Intra-Neighborhood Connectors, Major Residential Main Streets and Commercial Corridors connect to the parks within district, forming a unified system that stretches to the bluffs overlooking the Missouri River at the north and west, to Midtown’s rocky ledges at the southern end, to a wide pleasure drive, meandering through residential neighborhoods on the east. As Kansas City has unduly sprawled through the years and is now bisected with major Interstate systems, it is important to note that the parks and boulevards included in this nomination afford not only an opportunity to traverse the city by way of an interconnected system of “pleasure drives,” but also to experience a variety of architecture, sculpture and structures that, due to their overall design, material and unique expressions covering a wide range of styles, further enhance and contribute to this enduring landscape.

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Project Name and Keyword Report, Parks and Boulevards, Kansas City, Missouri. Archives, Parks and Recreation Department, Kansas City, Missouri.

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National Register Bulletin 18

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“The Emerald Necklace.” <http://www.cityofboston.gov/parks/emerald>
accessed June 24, 2013.

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Verbal Boundary Description

The Kansas City Parks and Boulevards Historic District (Figure 1) is located in Kansas City, Jackson County, Missouri. The Historic District is generally bounded by the Missouri River on the north, State Line on the west, Hardesty Avenue on the east and Armour Boulevard on the south. For specific boundaries of the district, please refer to the Lat/Long District Map, which includes all the coordinates.

Boundary Justification

The nominated properties within the Kansas City Parks and Boulevards Historic District include the entire parcels historically associated with each individual property, as described in Section 7, above. The boundaries are generally based on the original parks and boulevards system that was implemented and retains integrity.

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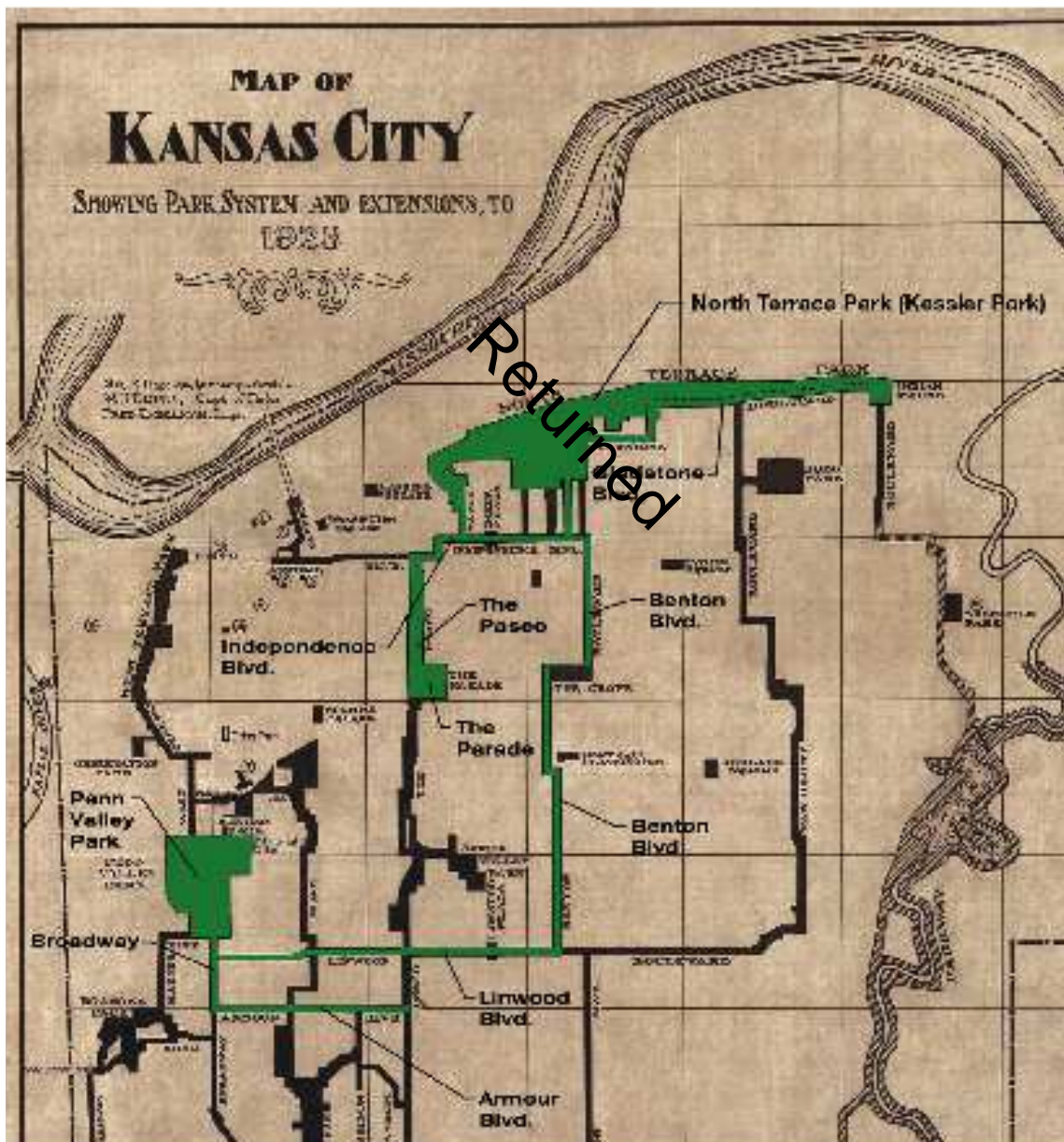
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Note: All figures courtesy Missouri Valley Room, Special Collections, Kansas City Public Library unless otherwise noted.

Figure No.1: The Kansas City Parks and Boulevards Historic District highlighted in green (Overlaid on a 1923 Map of the Parks and Boulevards System.) Source of 1923 Map: Archives, Kansas City Parks and Recreation Department.



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Figure No. 2: George Edward Kessler.

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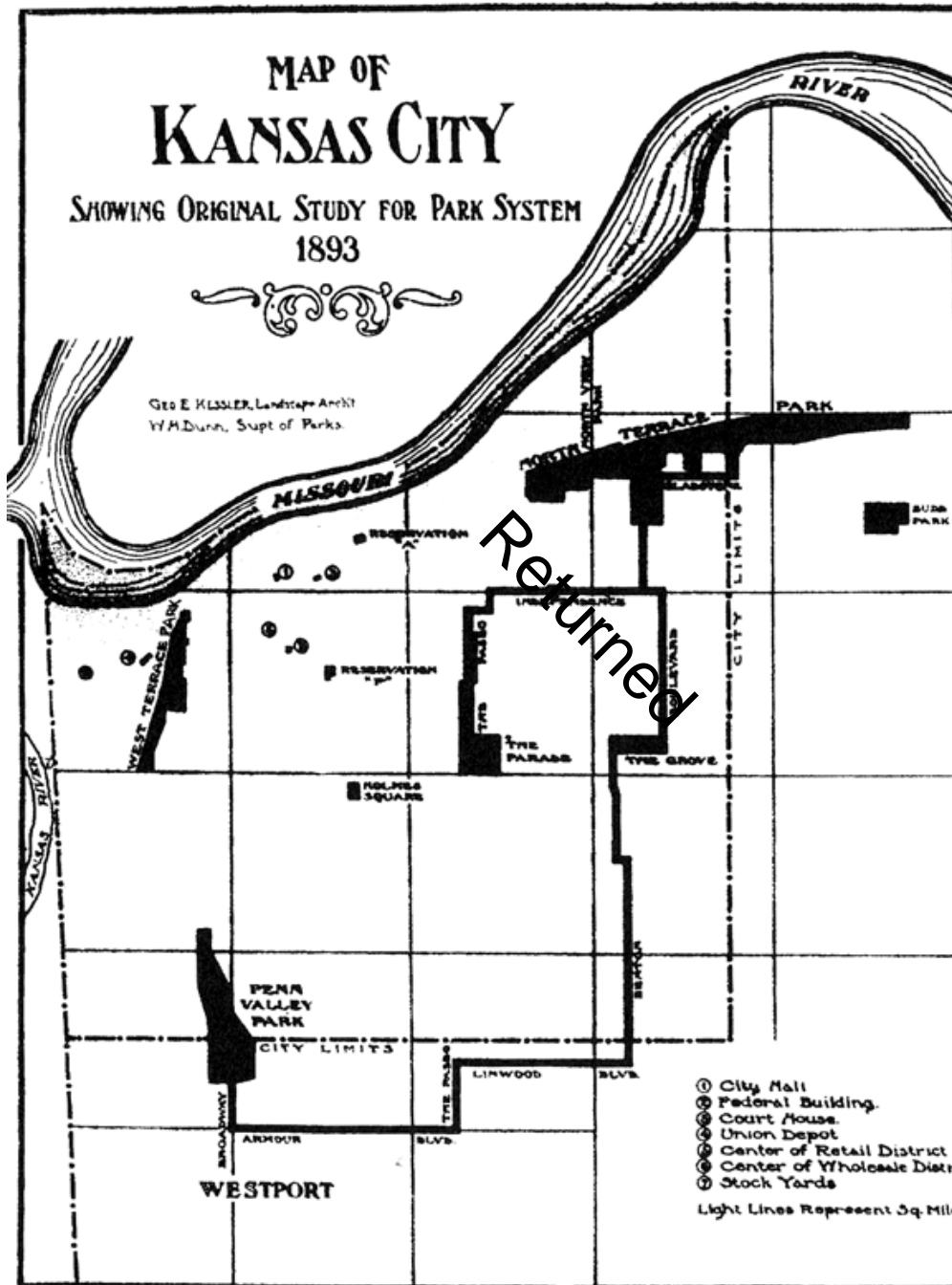


Figure No. 3: Map of Kansas City Showing Original Study for Park System, 1893. Source: Archives, Parks and Recreation Department, Kansas City, MO

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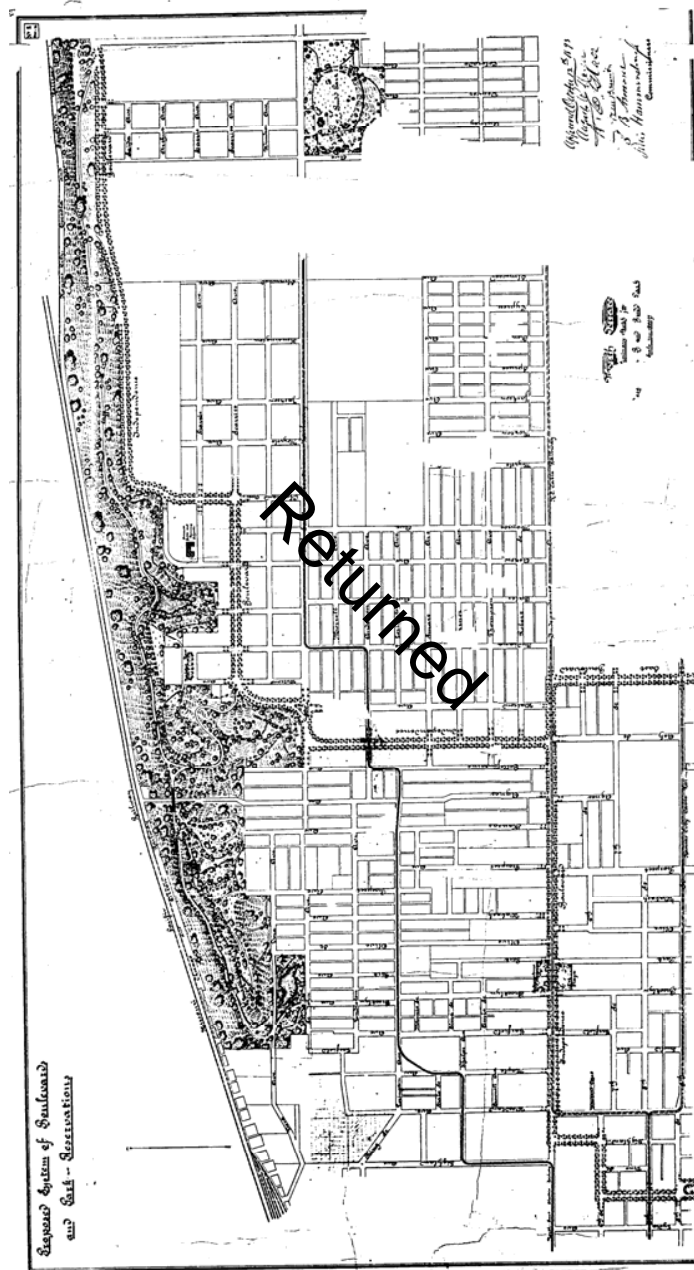


Figure No. 4: Drawing of North Terrace Park, October 12, 1893. Source: Archives, Kansas City Parks and Recreation Department, Kansas City, MO

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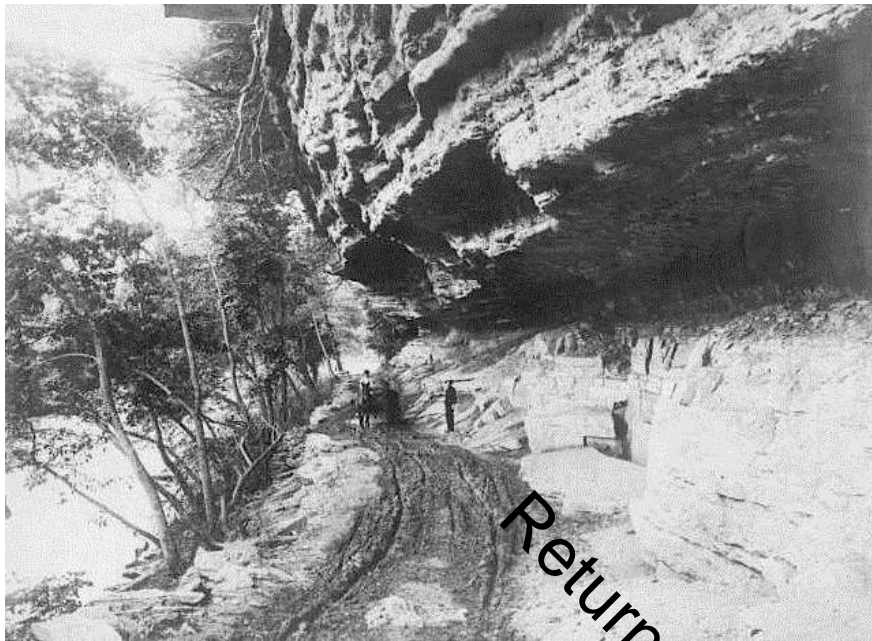


Figure No. 5: Cliff Drive, 1903.



Figure No. 6: Cliff Drive, 1938.

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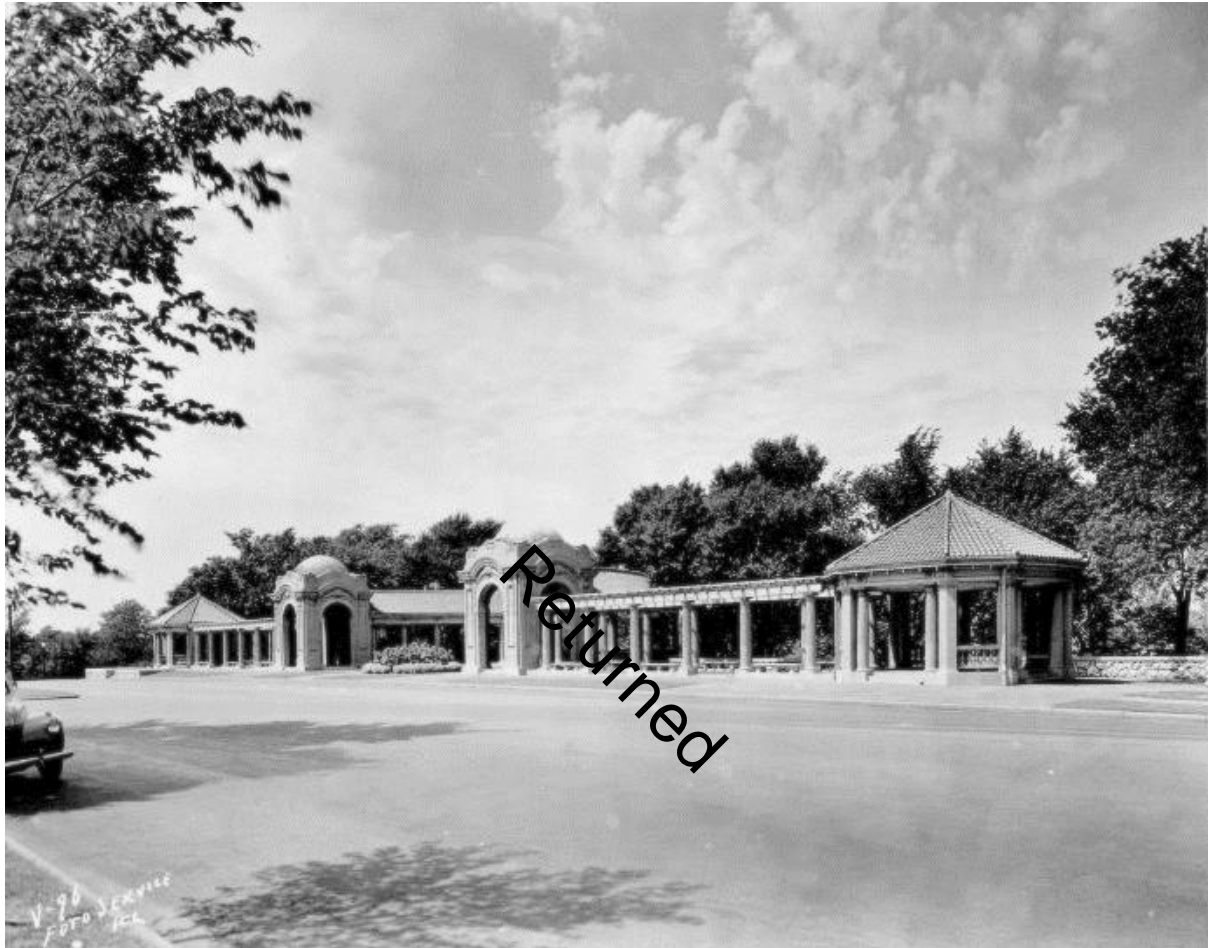


Figure No. 7: The Colonnade at North Terrace (Kessler) Park, 1945.

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The Kansas City Parks and Boulevards Historic District
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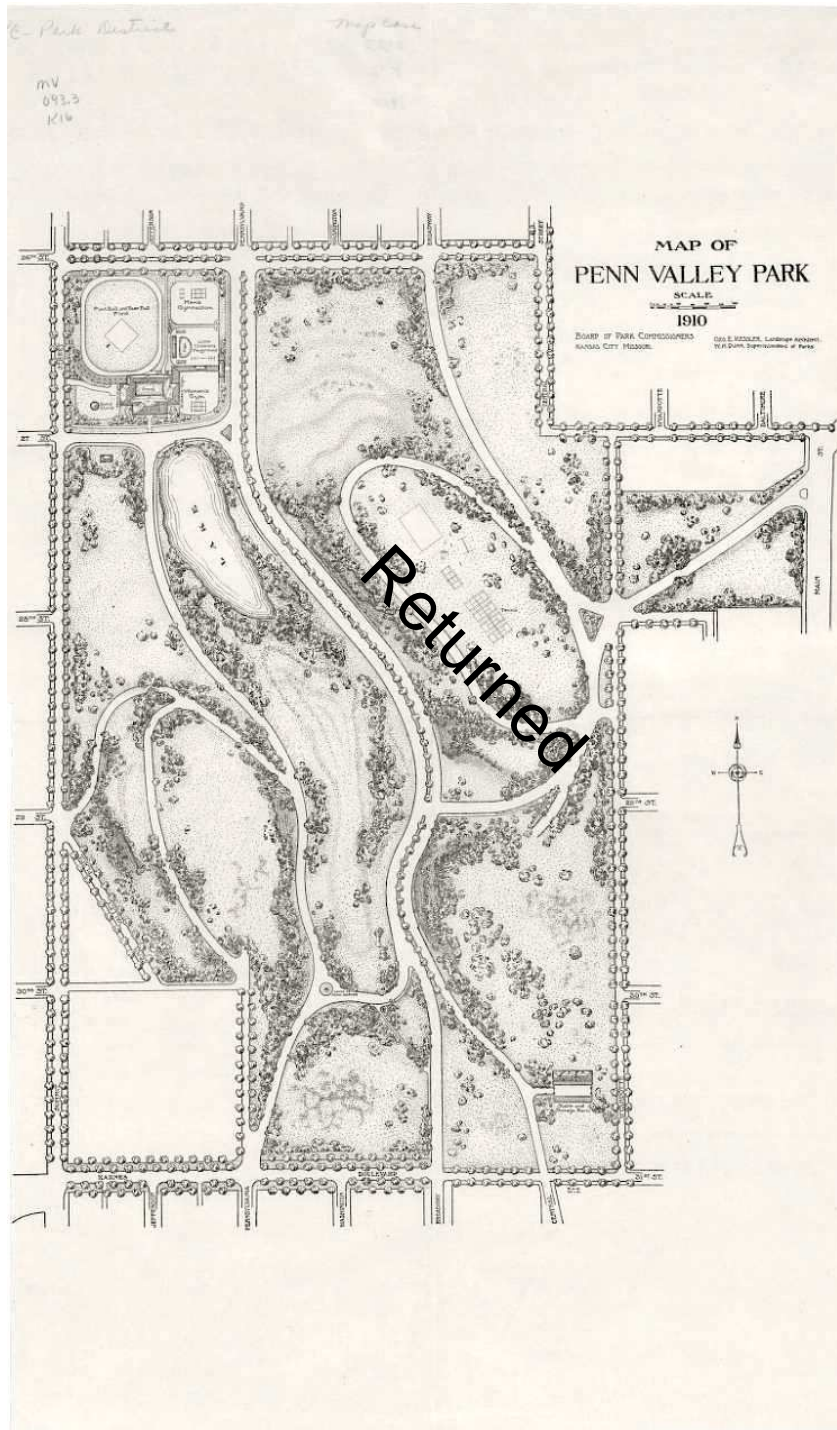


Figure No. 8: Map of Penn Valley Park, 1910.

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Figure No. 9: Penn Valley Park, Penn Drive, 1920.



Figure No. 10: Penn Valley Park, Lake, 1932.

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Figure No. 11: *Pioneer Mother Memorial* with Liberty Memorial at right, 1927



Figure No. 12: *The Scout*, 1960.

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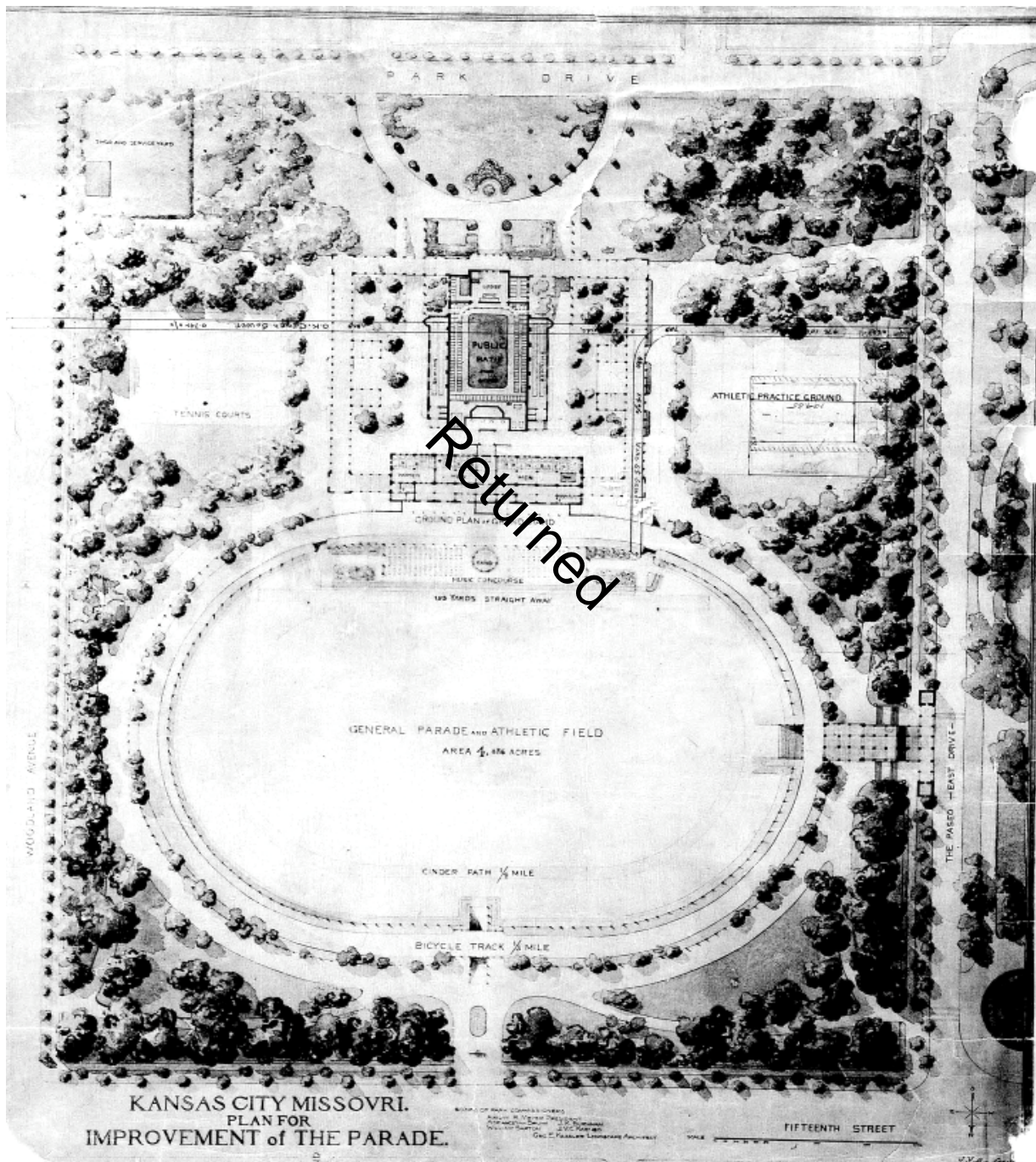


Figure No. 13: The Parade, c. 1906 (North faces down)

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Figure No. 14: The Parade, 1910.

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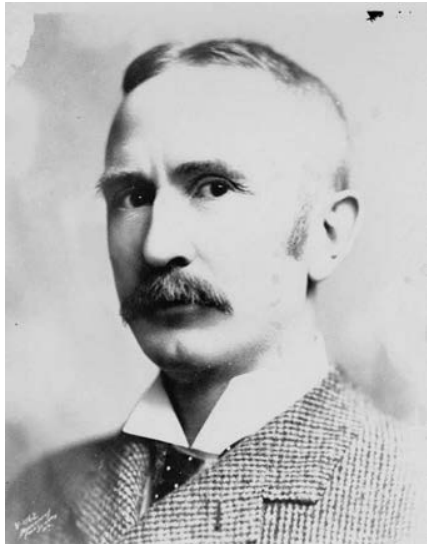
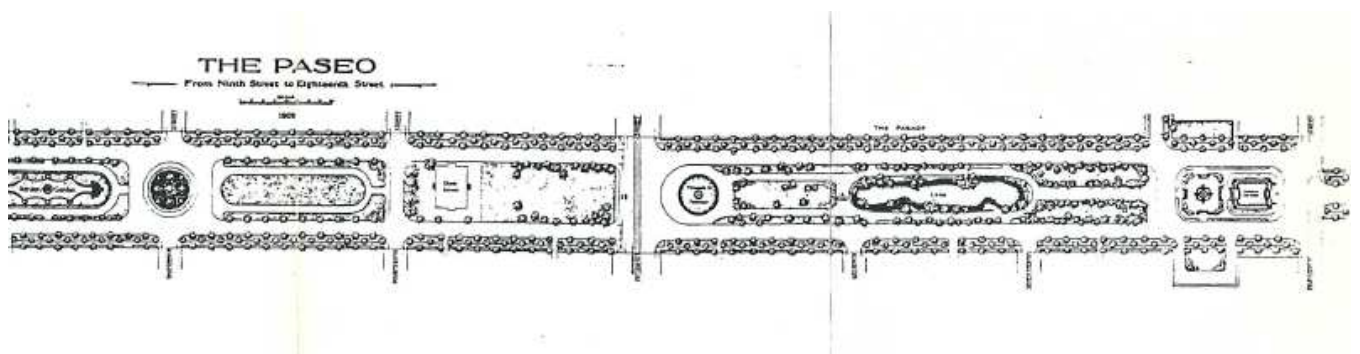


Figure No. 15: August Meyer

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Figure No. 16: Detail of a drawing of The Paseo from 11th Street to 18th Street, no date. Source: Archives, Parks and Recreation Department, Kansas City, MO



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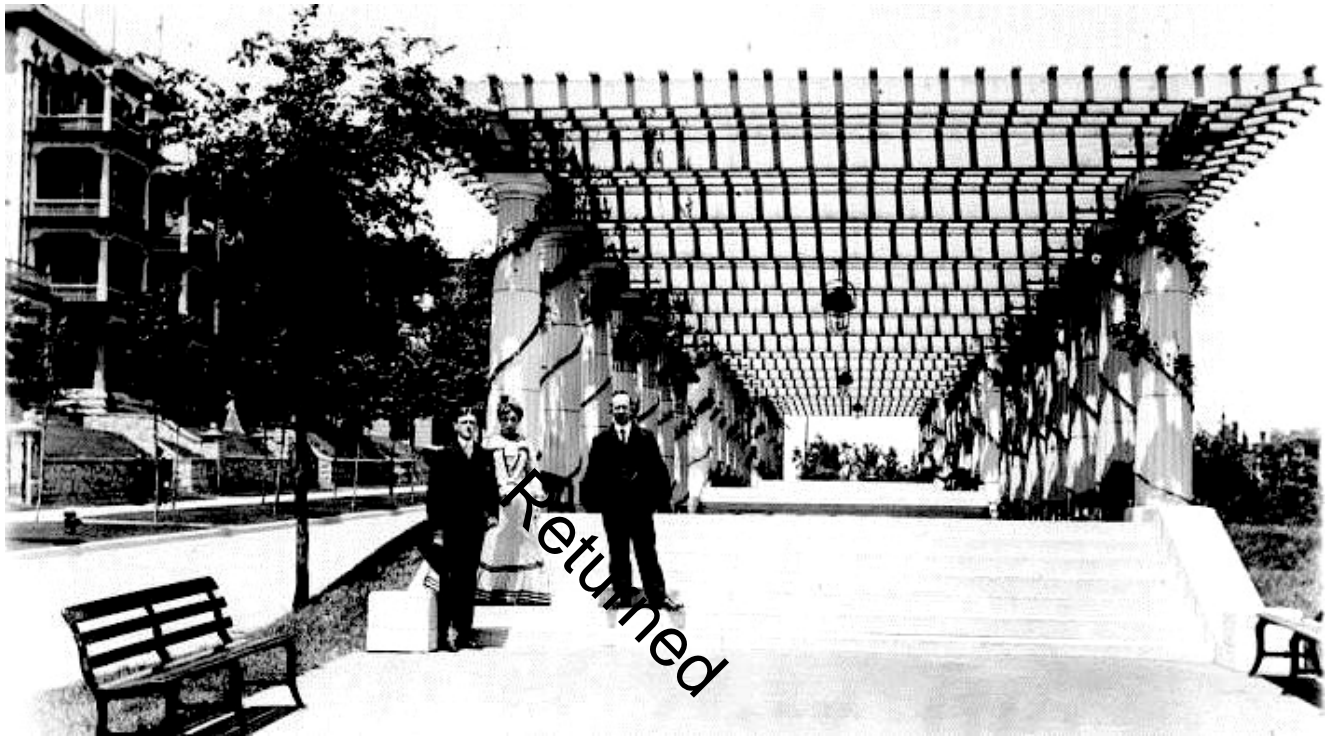


Figure No. 17: The Pergola on The Paseo, c. 1908

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Figure No. 18: Linwood and The Paseo, 1932



Figure No. 19: Gladstone Boulevard near the Concourse, 1899.

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Figure No. 20: North on Gladstone, n.d.



Figure No. 21: Armour Boulevard from Warwick, 1925.

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Figure No. 22: Broadway Boulevard from Armour Boulevard, 1947.



Figure No. 23: Independence Boulevard from Woodland, 1895.

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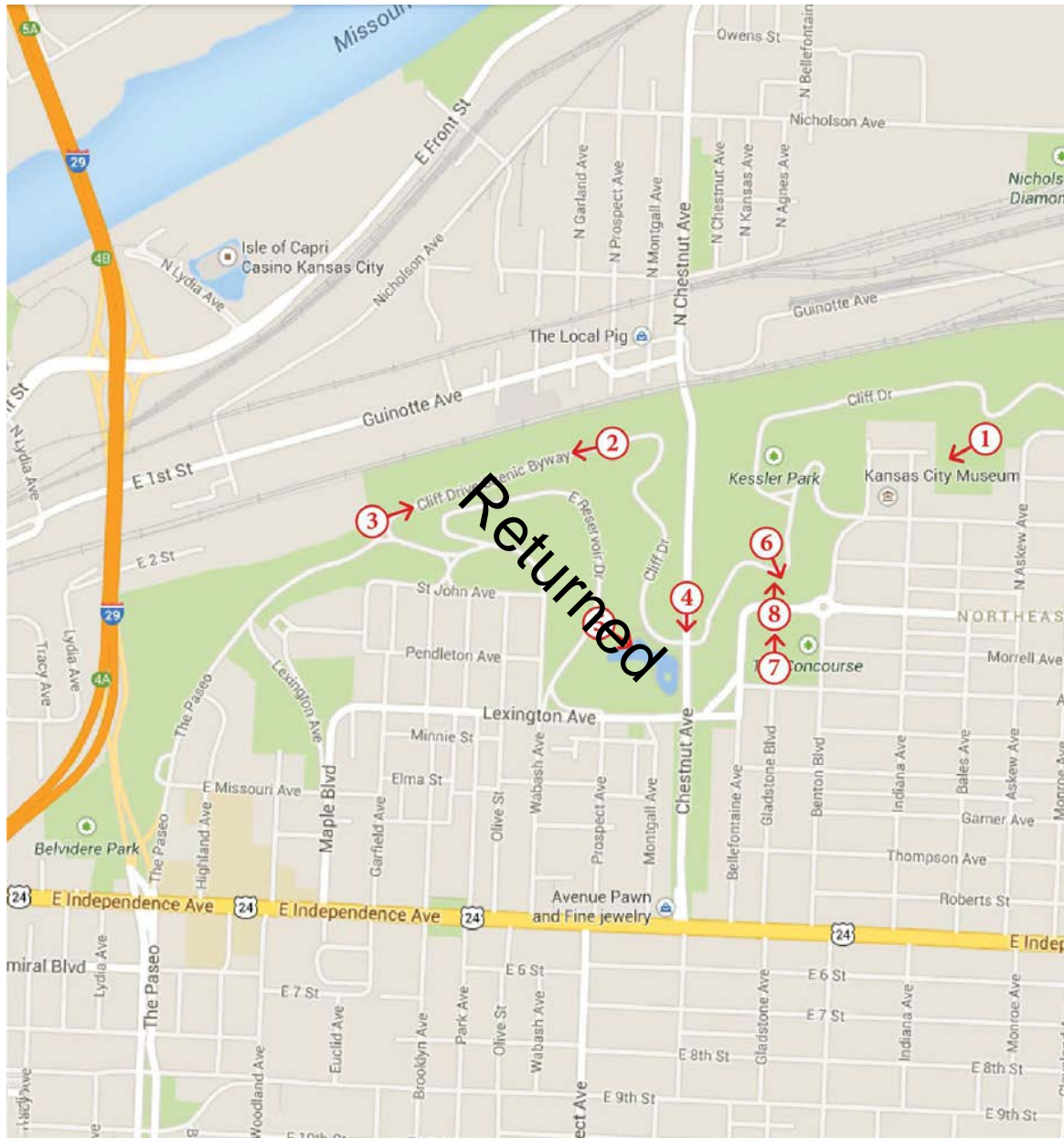


Photo Map No. 1 (Photographs 1 through 8)

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The Kansas City Parks and Boulevards Historic District
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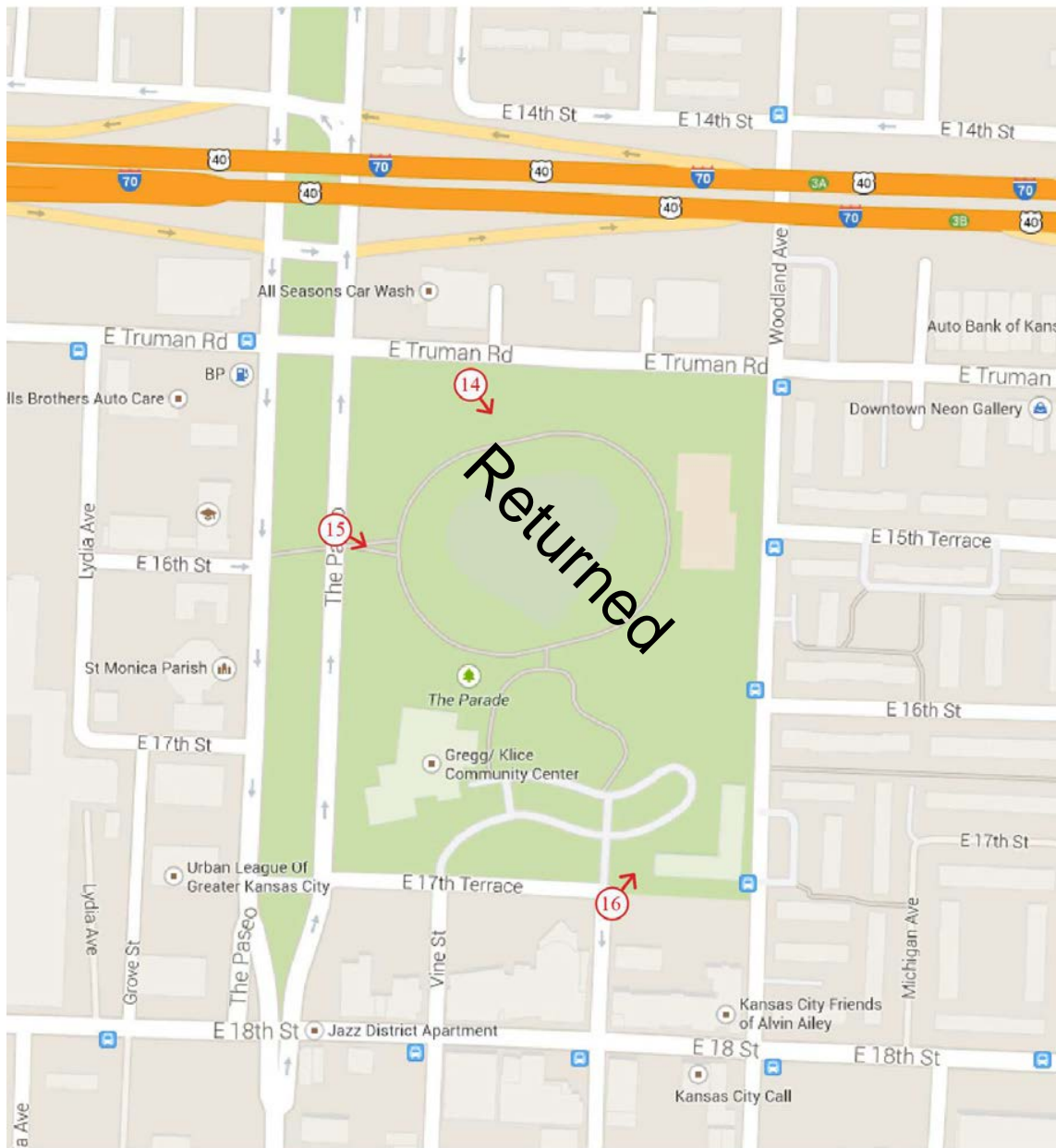


Photo Map No. 3 (Photographs 14 through 16)

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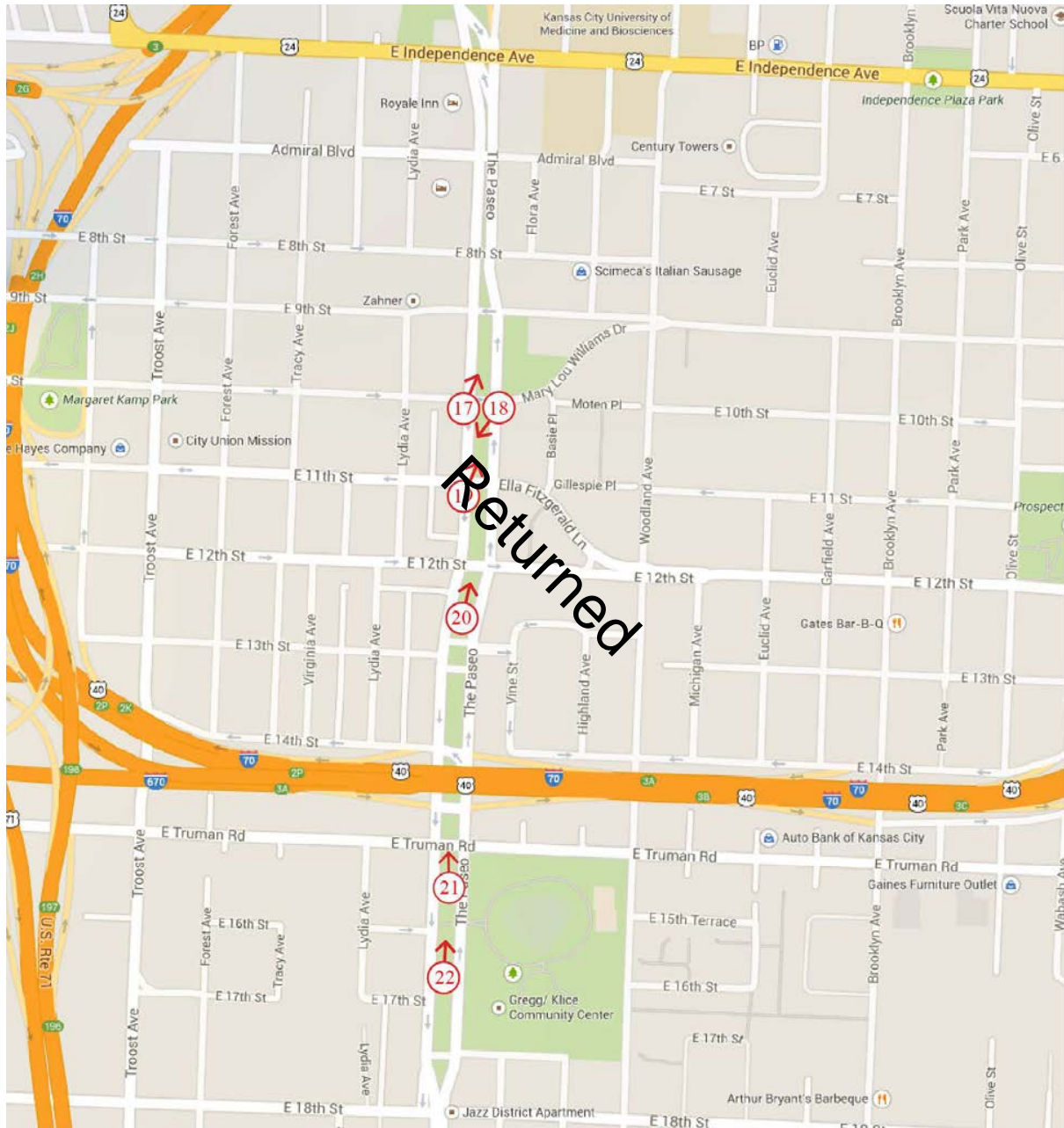


Photo Map No. 4 (Photographs 17 through 22)

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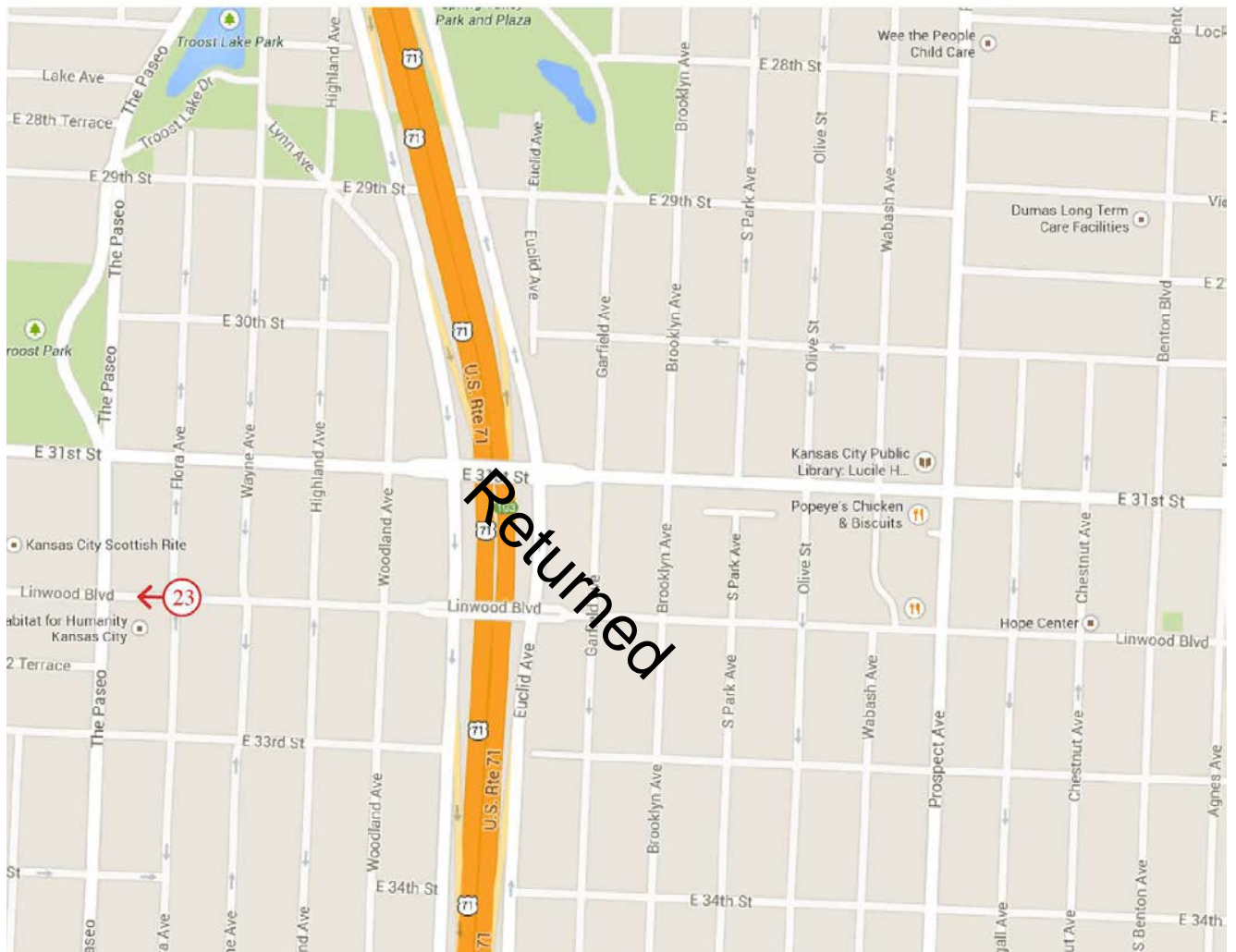


Photo Map No. 5 (Photograph 23)

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The Kansas City Parks and Boulevards Historic District
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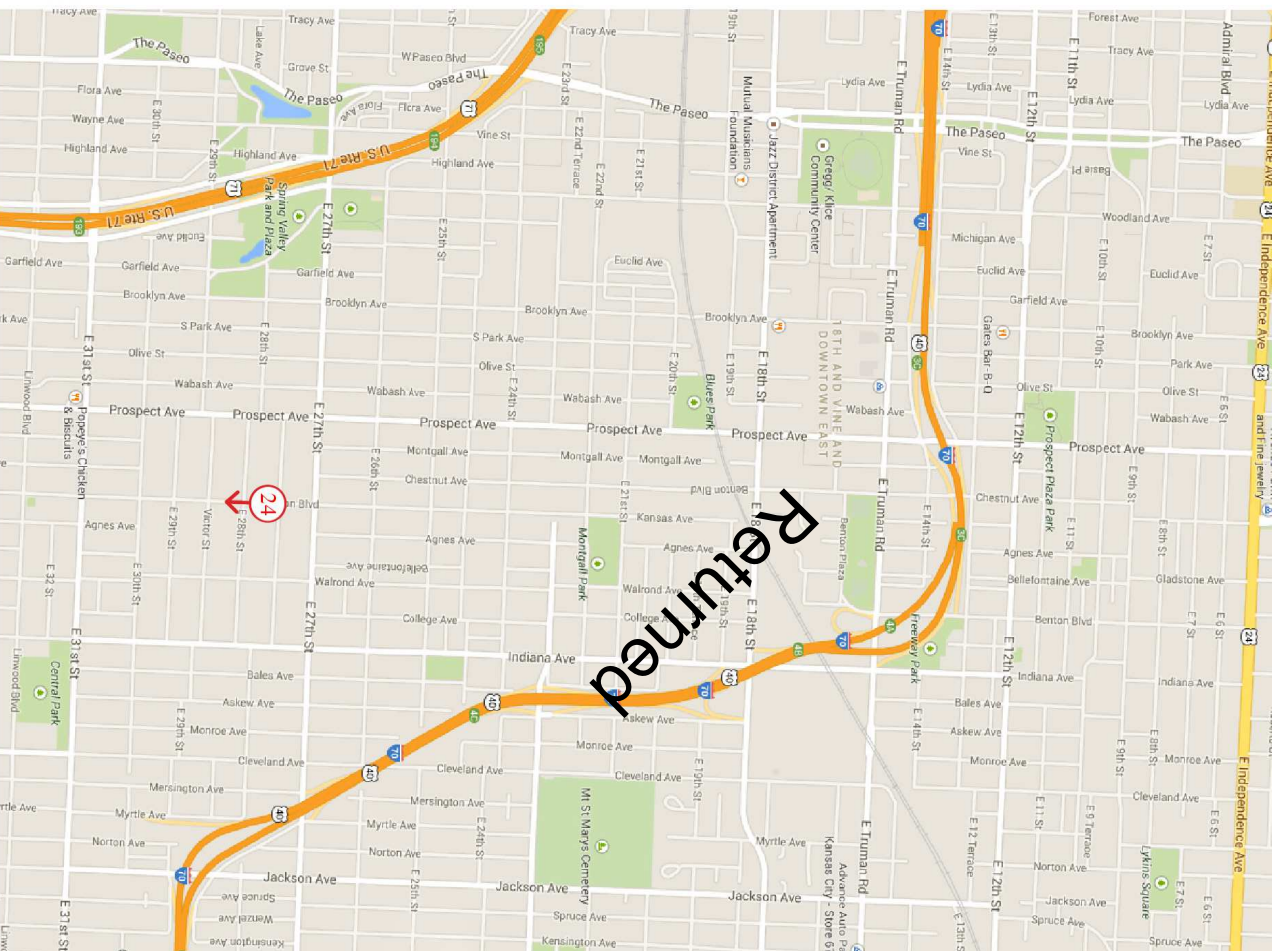


Photo Map No. 6 (Photograph 24)

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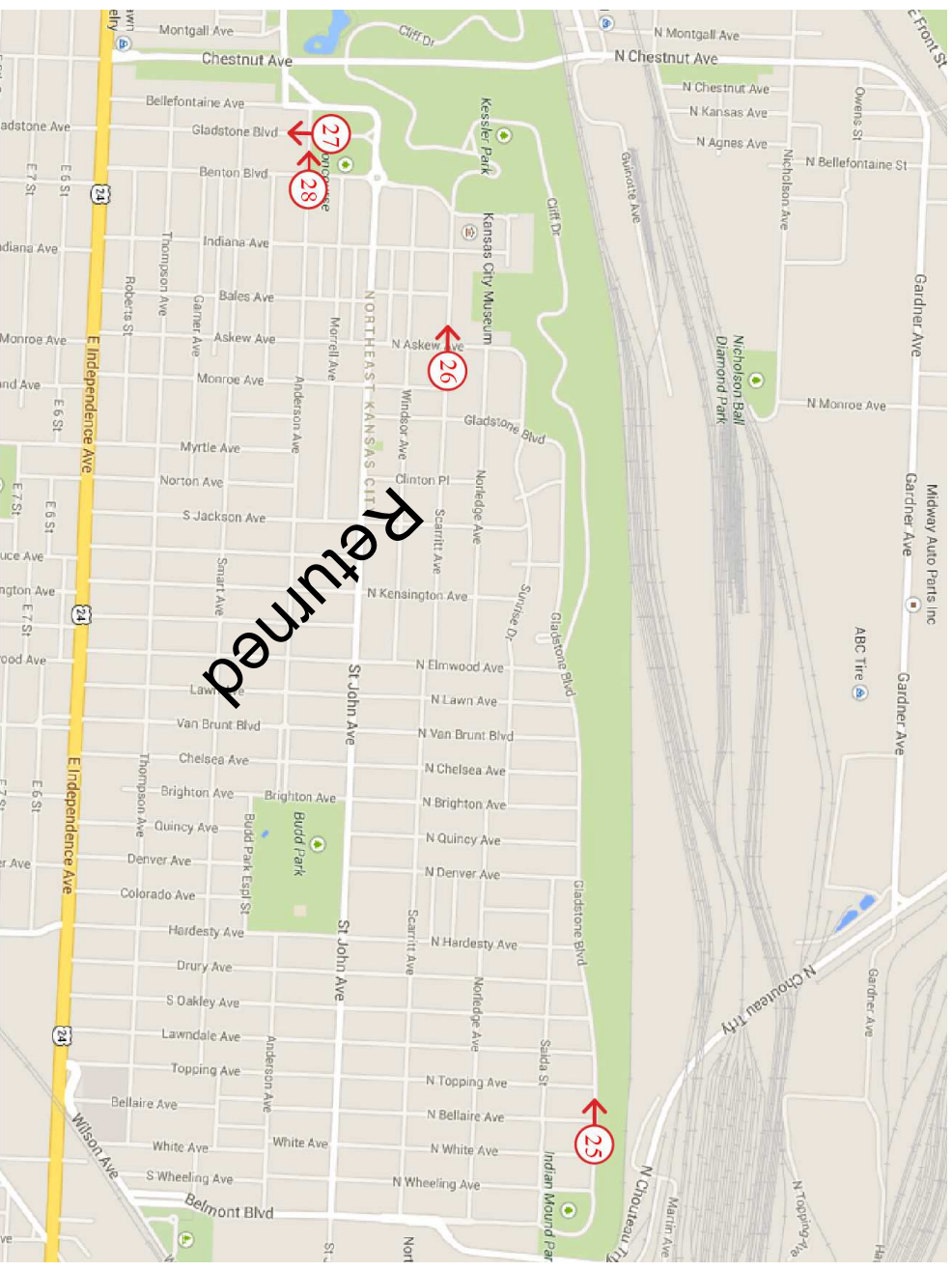


Photo Map No. 7 (Photographs 25 through 28)

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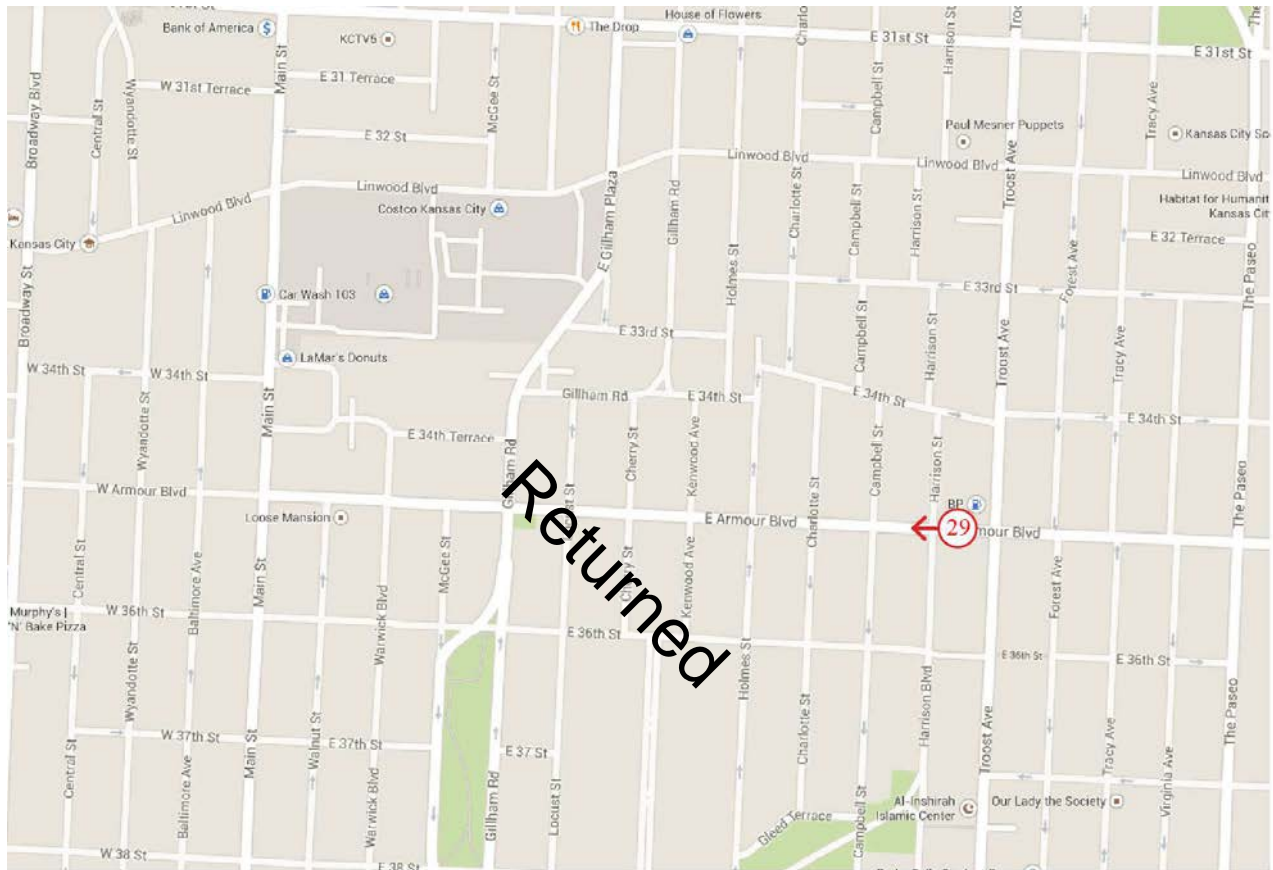


Photo Map No. 8 (Photograph 29)

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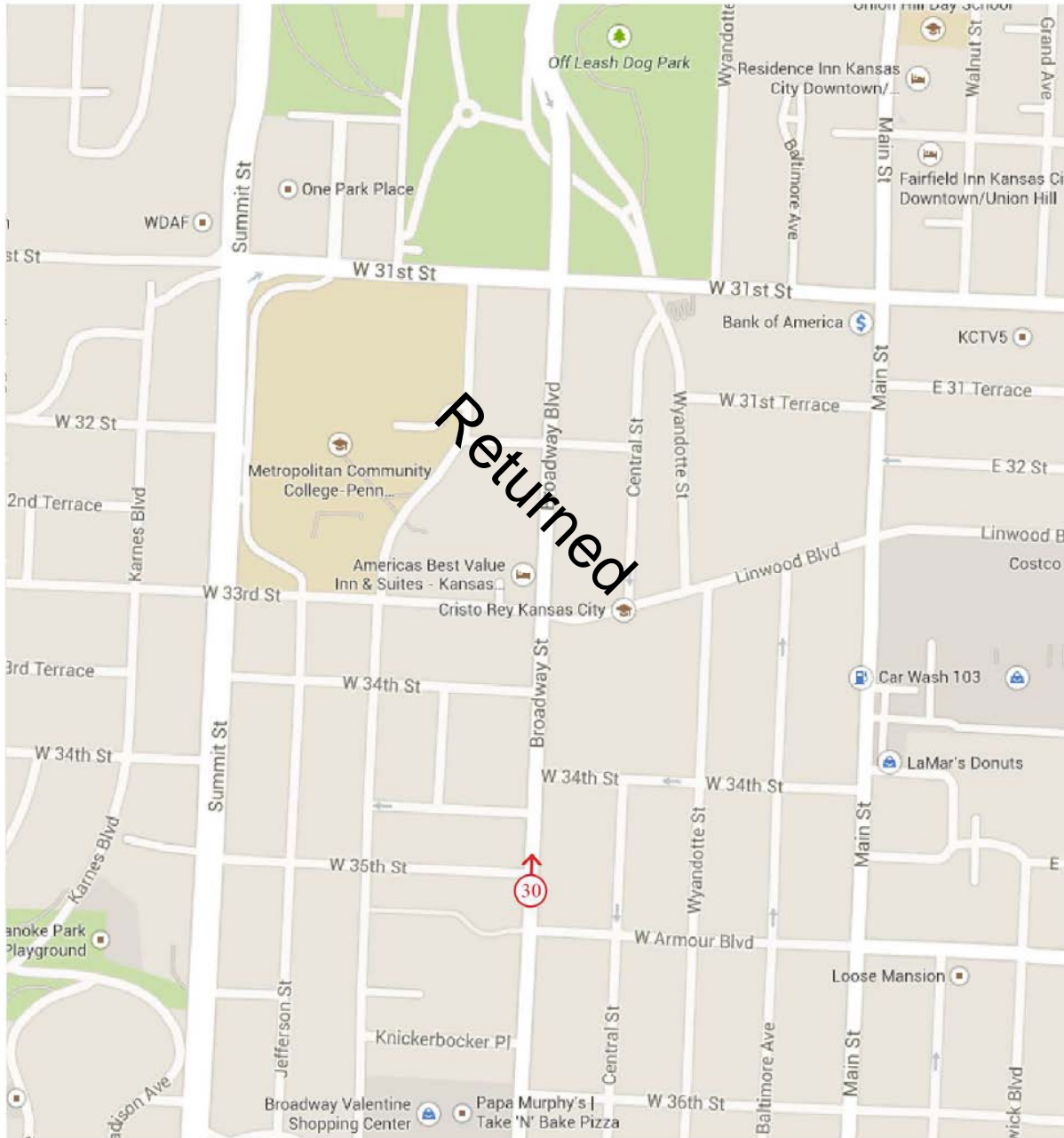


Photo Map No. 9 (Photograph 30)

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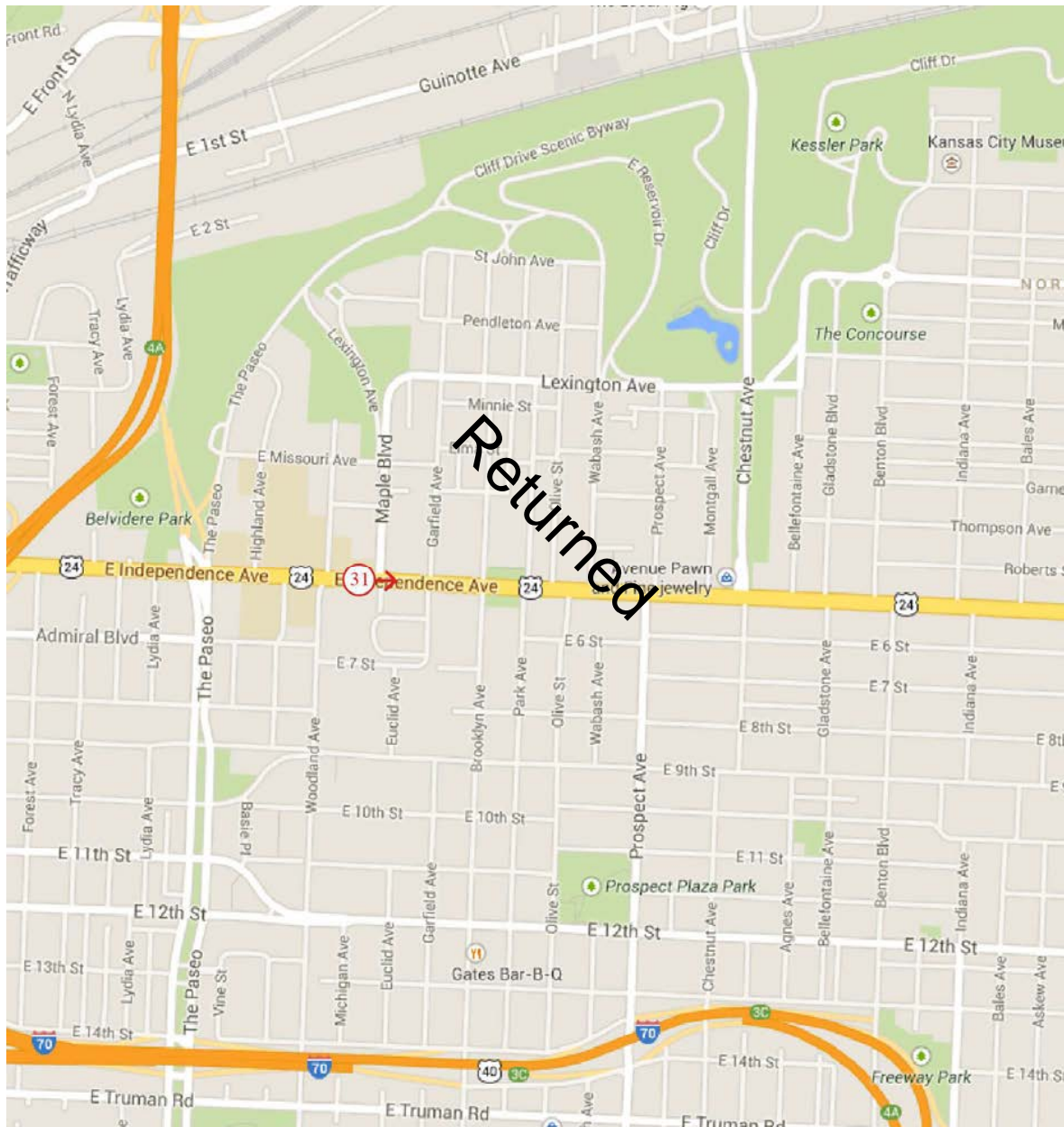


Photo Map No. 10 (Photograph 31)

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North Terrace Park (Kessler Park)

Non-contributing Features:

- ① Central Electric Railway Company Bridge (1908; 1941 and 1969 modifications)
- ② Carl Dicapo Fountain (Johnson, Brickell, Mulcahy and Associates; Larkin and Associates; and M. Stimack; 1992)
- ③ Entry Gates (R. Peter Loughlin; 1997)
- ④ Kiosk (Scott Overbay; 2005)



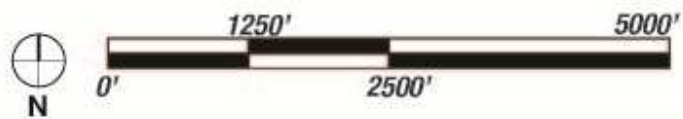
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North Terrace Park (Kessler Park)



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Penn Valley Park

Non-contributing Features:

- ① Stable and Storage Barn (Foot and Siemen, 1910)
- ② The Firefighter's Memorial Fountain (Tom Corbin and Larkin and Associates, 1991)



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The Parade

Non-contributing Features:

- ① Gregg/Kice Community Center (John Sparks, 2002; addition by George Kipp, Go Studios, 2012)



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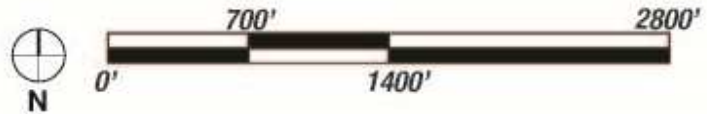
The Kansas City Parks and Boulevards Historic District
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The Paseo

Non-contributing Features:

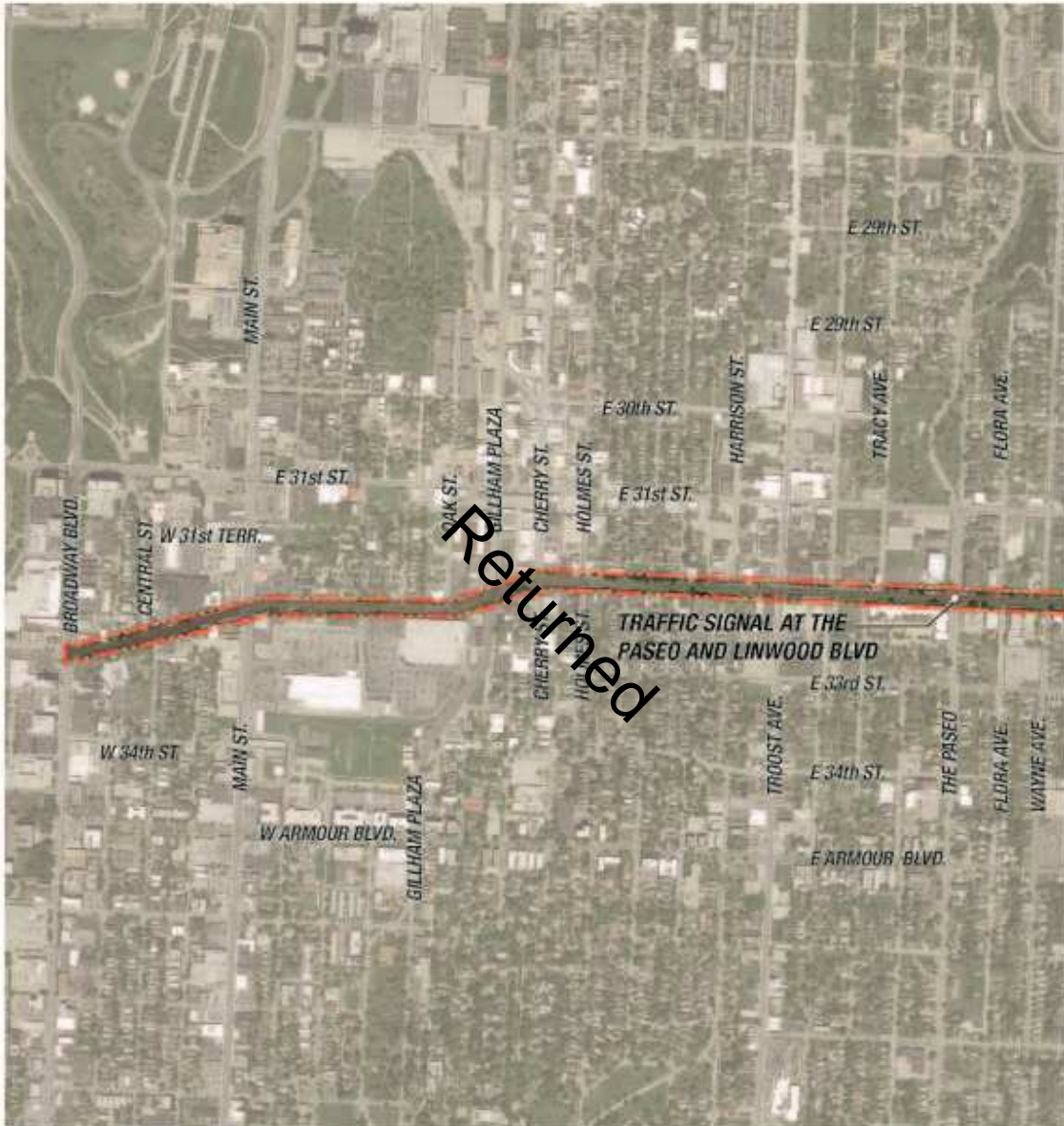
- ① Women's Leadership Fountain, formerly the Ninth Street Fountain (Originally designed by George Kessler and John Van Brunt, 1899; repaired in 1970; recreated by Susan Richards Johnson, 2003)
- ② John Williams Memorial (Tom Corbin, 1991)
- ③ Pergola at Truman Road (BNIM, 1995)
- ④ Salvatore Grisaie Memorial (Jac T. Bowen, 1968)
- ⑤ Spanish Cannon, "Sancho el Bravo" (Royal Arsenal, cast in 1856; dedicated at site in 1899)
- ⑥ Black Veterans Memorial (Kansas City Parks Department and the Enshimers, 2010)



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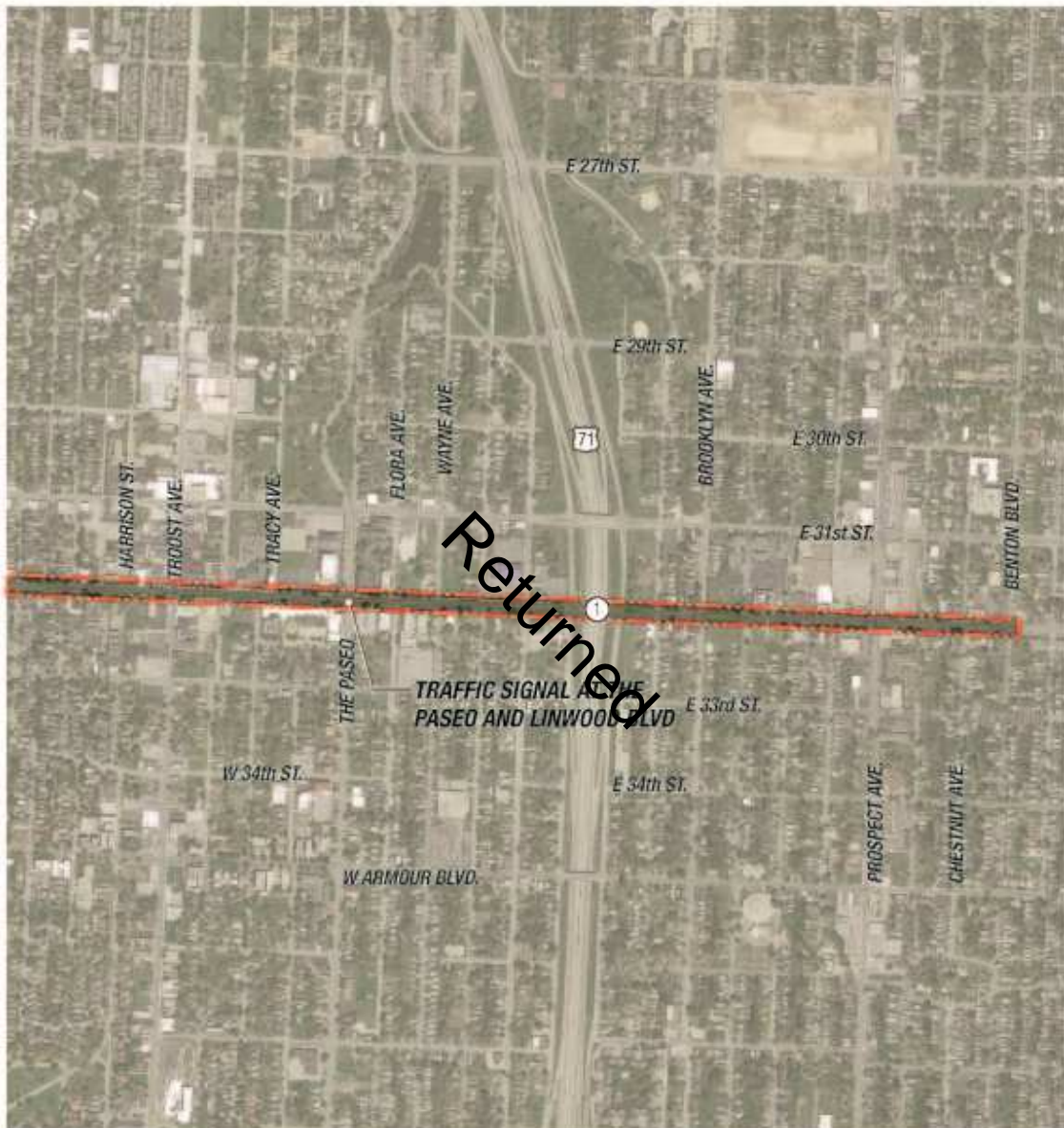
Linwood Boulevard



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Linwood Boulevard

Non-contributing Features:

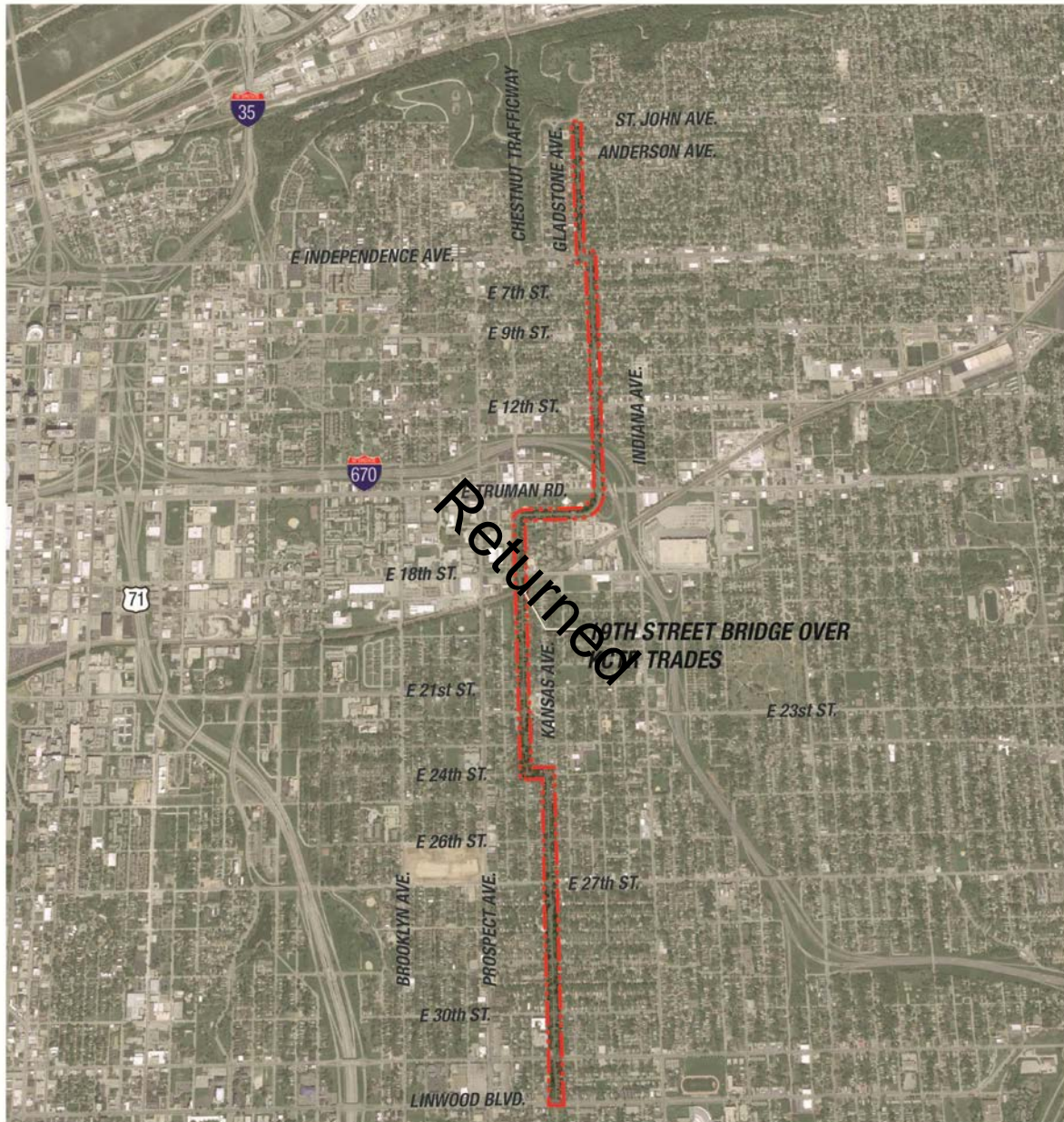
- ① Bridge at MO Highway 71



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Benton BLVD.



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Gladstone Boulevard

Non-contributing Features:

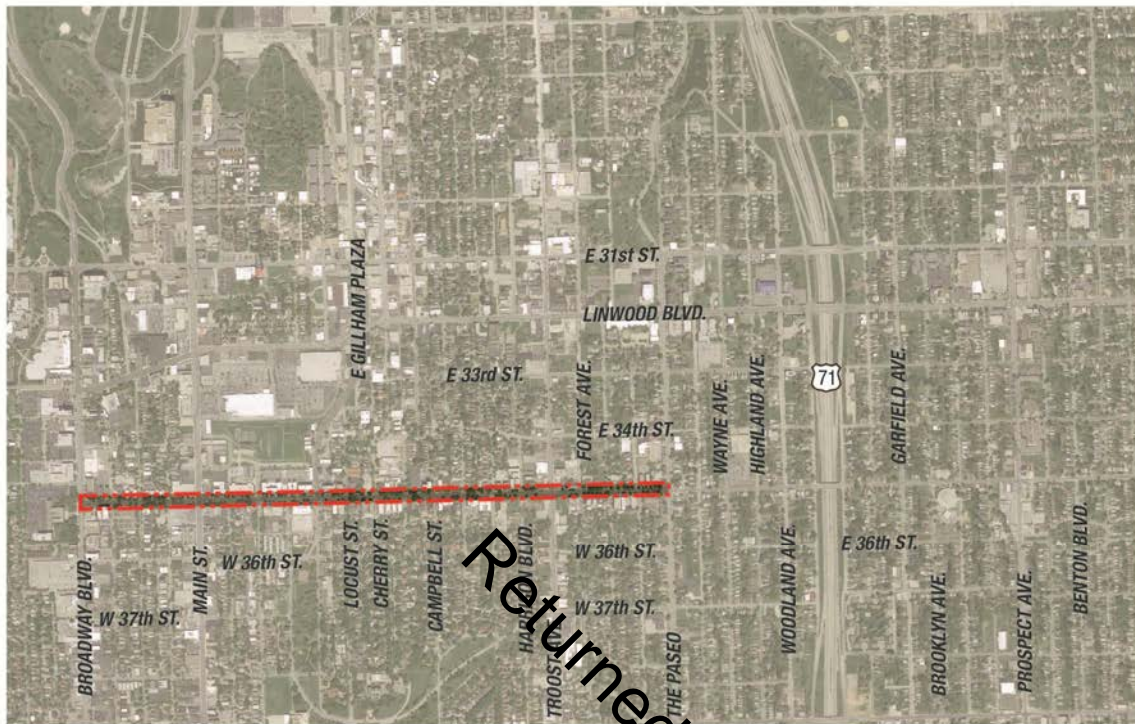
- ① Kiosk (Scott Overbay, 2008)



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Armour BLVD.



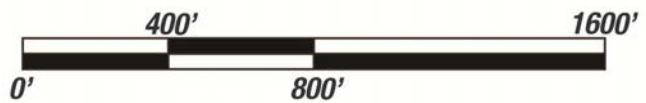
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Broadway BLVD.



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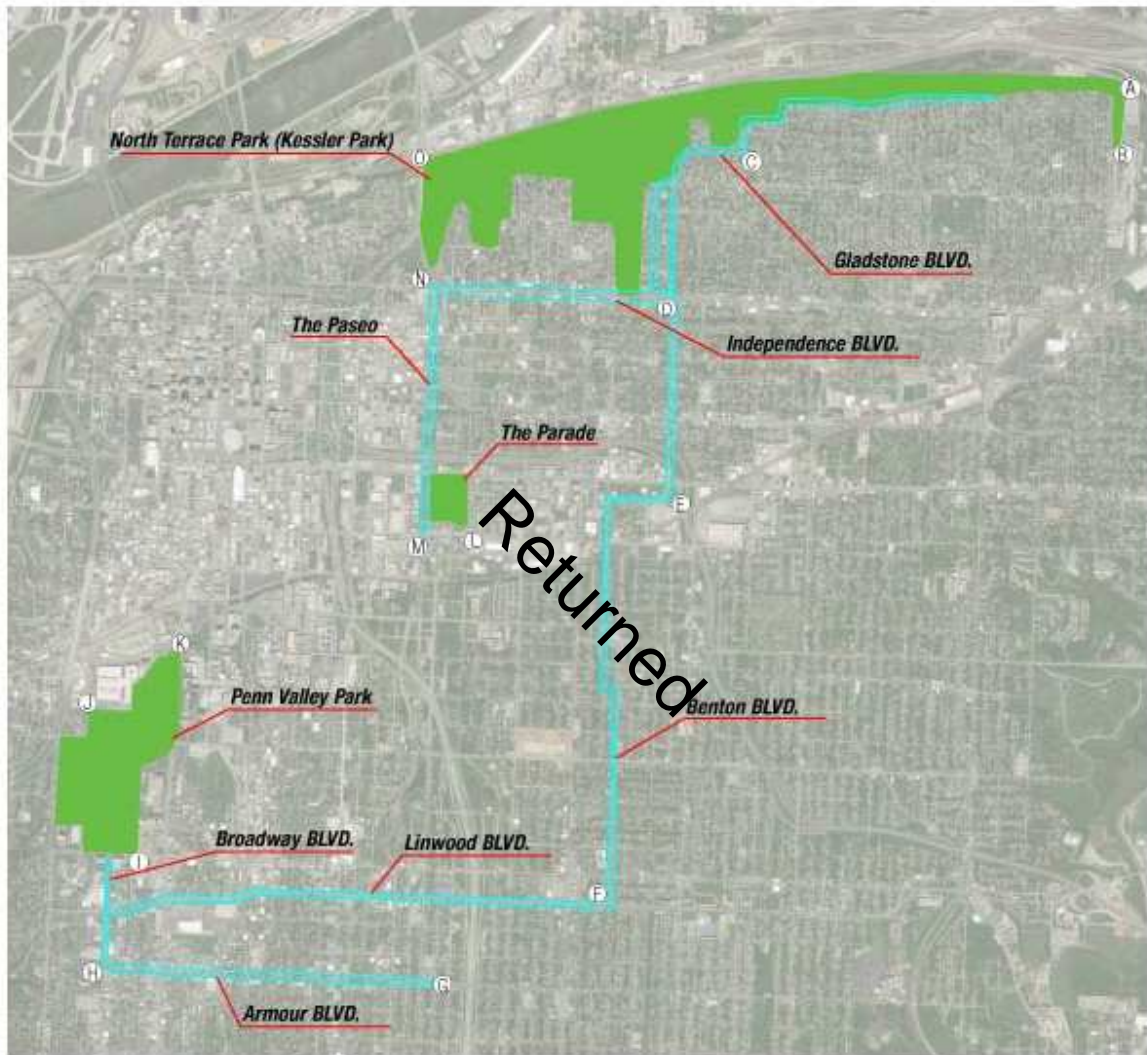
Independence BLVD.



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Latitude/Longitude District Map

- | | | |
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| B. 39.115323, -94.508597 | J. 39.080158, -94.591499 | N. 39.106776, -94.563834 |
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| F. 39.067987, -94.549503 | | |
| G. 39.063092, -94.567262 | | |
| H. 39.063923, -94.590239 | | |



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“The Kansas City Parks and Boulevards Historic District”

Contributing and Non-Contributing Features

**A: PARKS
COMMUNITY PARKS**

North Terrace Park (Contributing Site)

Contributing Features

- The Colonnade (Henry Wright; 1906-1908) (structure)
- The Concourse (George Kessler, by attribution; 1906) (structure)
- Cliff Drive (George Kessler, 1905) (structure)
- *John F. Kennedy Memorial* (Salvatore V. Arnone, 1965) (object)
- Indian Mound (date unknown; stabilized by the WPA in 1937-1938) (site)
- Cliff Drive Arch Bridge (Harrington, Howard and Ash; 1920) (structure)
- Water Works Reservoir (Water Department, Kansas City, MO, W. G. Goodwin, Chief Engineer; 1919-1920) (structure)

Non-Contributing Features:

- Central Electric Railway Company Bridge (1908; 1941 and 1969 modifications) (structure)
- Carl DiCapo Fountain (Johnson, Brickell, Mulrany and Associates; Larkin and Associates; and M. Stimach; 1992) (object)
- Entry Gates (R. Peter Loughlin; 1997) (object)
- Kiosk (Scott Oberbay; 2008) (object)

Penn Valley Park (Contributing Site)

Contributing Features:

- Liberty Memorial (Harold Van Buren Magonigle; 1921-1926). National Register, 2000 and NHL, 2006.
- *The Hiker* (Theo A. R. Kitson, 1947) (object)
- *Pioneer Mother Memorial* (Alexander Proctor, 1927) (object)
- *The Scout* (Cyrus E. Dallin, 1915; dedicated 1922) (object)
- Stone Bridge at Broadway (Bushman Construction Company, 1949-1950) (structure)
- Lagoon and dam (George Kessler, c. 1906) (structure)

Non-contributing Features:

- Stable and Storage Barn (Root and Siemen, 1910; destroyed by fire and rebuilt 1994 as the only black box theatre in Kansas City. (1 Building)
- *The Firefighter's Memorial Fountain* (Tom Corbin and Larkin and Associates, 1991. (object)

The Parade (Contributing Site)

Contributing Features:

- Park Management Building (Arthur L. Sparks, 1912; renovated in 2008; National Register of Historic Places, 2008)
- Stone Steps (George E. Kessler, 1906) (structure)

Non-Contributing Feature:

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- Gregg/Klice Community Center (John Sparks, 2002; Addition by George Kipp, Go Studios, 2012) (building)

B: BOULEVARDS
INTRA-NEIGHBORHOOD CONNECTORS

The Paseo (Contributing Structure)

Contributing Features:

- *August Meyer Memorial* (Daniel Chester French; 1909) (object)
- The Pergola (John Van Brunt; 1900) (structure)
- Twelfth Street Terrace (John Van Brunt; c. 1890s) (structure)
- *The William Fitzsimons Memorial Fountain* (John Van Brunt, designer, 1918; Jorgen C Dreyer, 1922) (object)

Non-Contributing Features:

- Women's Leadership Fountain, formerly the Ninth Street Fountain. (Originally designed by George Kessler and John Van Brunt, 1899; repaired in 1970; recreated by Susan Richards Johnson, 2003) (object)
- John Williams Memorial (Tom Corbin, 1991) (object)
- Pergola at Truman Road (BNIM, 1995) (structure)
- *Salvatore Grisafe Memorial* (Jac T. Bower, 1968) (object)
- Spanish Cannon, "Sancho el Bravo" (Royal Arsenal, cast in 1856; dedicated at site in 1899) (object)
- *Black Veterans Memorial* (Kansas City Parks Department and the Enshirners, a civic philanthropy group in Kansas City, 2010) (object)

Linwood Boulevard (Contributing Structure)

Contributing Feature:

- Traffic Signal at The Paseo and Linwood (E. B. Delk, 1932) (object)

Non-Contributing Feature:

- Bridge at Mo Highway 71 (Missouri Department of Transportation with Ochsner, Hare & Hare, landscape architects, 2001-2002) (structure)

Benton Boulevard (Contributing Structure)

Contributing feature:

- Bridge over the Kansas City Terminal Railway Tracks (Waddell and Hedrick, 1902) (structure)

MAJOR RESIDENTIAL MAIN STREETS

Gladstone Boulevard (Contributing Structure)

Contributing Features:

- Gladstone Boulevard over Anderson Avenue Bridge (Joseph Hoover with David A. Miles from the Wrought Iron Bridge Company, 1898) (structure)
- *Thomas Hart Benton Memorial* (John Van Brunt with John Williams & Company, 1915. (object)
- Stone parapet wall at eastern terminus at Belmont Avenue (WPA, 1937-1938) (structure)

National Register of Historic Places
Continuation Sheet

Section number Appendix Page 82

The Kansas City Parks and Boulevards Historic District
Name of Property
Jackson County, Missouri
County and State
The Kansas City System of Parks and Boulevards
Name of multiple listing (if applicable)

Non-Contributing Feature:

- Kiosk (Scott Overbay, 2008) (object)

Armour Boulevard (Contributing Structure)

No contributing or non-contributing features.

COMMERCIAL CORRIDORS

Broadway Boulevard (Non-Contributing Structure)

No contributing or non-contributing features.

Independence Boulevard (Contributing Structure)

No contributing or non-contributing features.

Total:

Structures: 19 C; 4 N/C

Buildings: 0 C; 2 N/C

Sites: 4 C; 0 N/C

Objects: 8 C; 10 N/C

Returned

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: RESUBMISSION

PROPERTY Kansas City Parks and Boulevards Historic District
NAME:

MULTIPLE Kansas City System of Parks and Boulevards
NAME:

STATE & COUNTY: MISSOURI, Jackson

DATE RECEIVED: 6/26/15 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 8/11/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14000931

DETAILED EVALUATION:

ACCEPT RETURN REJECT _____ DATE

ABSTRACT/SUMMARY COMMENTS:

Return:
Please see the attached
National Register Evaluation/Return Sheet
for an explanation.

RECOM./CRITERIA

REVIEWER Barbara Wyatt DISCIPLINE Historian

TELEPHONE 2023542252 DATE 8-11-15

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, DC 20240

United States Department of the Interior National Park Service National Register of Historic Places

Comments Evaluation/Return Sheet

Property Name: Kansas City Parks and Boulevards Historic District

Property Location: Kansas City, Missouri

Reference Number: 14000931

Date of Return: September 24, 2015 (second return)

Reason for Return

The nomination for the Kansas City Parks and Boulevards Historic District is being returned for the second time, mostly because the mapping still is inadequate. In addition, some comments in the return sheet dated 11-18-14 need to be more thoroughly addressed.

Map Submissions

The maps submitted for the KCPB historic district nomination consist of the following:

1. District map, Figure 1, page 41(historic drawing with superimposed data)
2. Maps showing photo directions, pages 57-66 (Google maps or comparable)
3. Lat/Long map (aerial photo with data), page 79
4. Area maps (aerial photos with data) for components of the district, pages 67-78:
 - a. Key Map
 - b. Armour Blvd.
 - c. Benton Blvd.
 - d. Broadway Blvd.
 - e. Gladstone Blvd.
 - f. Independence Blvd.
 - g. Linwood Blvd. 1
 - h. Linwood Blvd. 2
 - i. North Terrace Park (aka Kessler Park) 1
 - j. North Terrace Park (aka Kessler Park) 2
 - k. The Parade
 - l. The Paseo
 - m. Penn Valley Park
5. Historic site plans for The Paseo, The Parade, Penn Valley, and North Terrace
6. District overview map, Figure 1

Issues with Maps

Resolution. All of the existing maps suffer from poor resolution. The basemap data simply must be a higher resolution. We suggest a minimum of 300 DPI.

Format. The maps have been presented in two formats. In addition to the maps included in the nomination (both Word and PDF versions), a separate file of maps are JPEG images in an 8.5 x 11” format. This file is not useful, because the maps (besides being of poor resolution) are simply images (making them bigger doesn’t enable a better view because the quality gets even worse). It would be far better for this separate file to provide actual GIS data, instead of images, so we could zoom in to see details. The file would serve as a reference to the nomination. There is no need to submit the file again, as is, because it doesn’t add to the information in the nomination. If it is re-submitted with GIS data, it is essential for each page to include complete identifying information. As submitted, the name of the nomination and the location are absent from each page.

Site plans. Vague plans that are minimally labelled aerial photos have been submitted for the individual components of the district. They vary a great deal in the amount of information they contain, but they are neither clear enough nor detailed enough to be considered site plans. For example, The Parade aerial shows one noncontributing feature, the community center. It also shows by arrows “Stone Steps” and the “Park Management Building,” the only components of The Parade considered contributing. Smaller features simply vanish. The map shows linear and looping lines that are clearly circulation, but there’s no distinguishing between roads, walks, and trails. From the text, all are assumed to be noncontributing. All parks and boulevards need clear and complete site plans, although in some cases a cross section and partial site plan may be acceptable for boulevards. Feel free to call and discuss this point. For boulevards that have contributing features in addition to the typical cross section, a site plan is needed to show the locations of those features.

Features in the parks and boulevards should be labeled or, if that would present a crowded graphic, a key can be provided on the plan. The previous comments discussed what needs to be included on site plans and it references other National Register guidance. Please provide site plans for each component of the nomination—fully labeled, clear, and easily read. The maps submitted for the photo directions are actually much clearer than the aerials that were used to create the partial site plans. Consider using these as a basis for site plans. Also consider using the Appendix as a preliminary guide to what should be included on the site plans. Map codes could be added to improve cross-referencing.

District Map, Figure 1. This map schematically shows the relationship between parts of the district, but it does not clearly show boundaries. There is a great deal of information on the map, but the scale is so small it is difficult to read. Please make this map clearer. The specific district boundaries (for example, whether the boundary includes the adjacent sidewalk or not) can be shown on maps or aerials that cover more discrete areas. The district map should also indicate the extent of coverage of each of the accompanying maps. It appears that parts of boulevards may not be covered by a larger scale map. Thus, the details of sections omitted are not mapped. Please improve the district map so it reads well and serves as a good key to the other maps.

Lat/Long map, page 79. The number of lat/long points has improved from the previous submission, but when the points are connected part of the district is eliminated from the polygon. This is evident with the points on the west side of Penn Valley Park and Broadway Blvd. Even though Broadway is noncontributing, it is considered to be within the historic district and, therefore, should be

encompassed by the polygon. Please carefully examine each angle to make sure the entire district is encompassed by the polygon created by connecting the points.

Documentation on maps. None of the aerial photos (maps) submitted identify the name of the associated nominated property or the location of the image. At best, we see “KC Parks.” Every page of documentation submitted to the National Register should be labelled with the name of the nominated property. Because of the volume of documentation we receive and the potential for the separation of documents from each other, we need to make sure they can be reunited. Please label each figure and map accordingly.

Lack of Detailed Description in the Text

Many components of the district are poorly described in the nomination. For example, the Parade only has two contributing resources, according to the text on page 10, but it includes a number of “contemporary additions” that are itemized on page 10, such as tennis courts and a parking lot. The parade ground itself is considered lost, but this loss is not considered to impact integrity. The vegetation at the north edge is considered to “reflect the original design” but it is not classified as contributing. On page 4 of the previous return comments, it was stated that some inventories “may be incomplete. Often, such inventories include a list of “minor historic features” that are too small to count but that contribute to historic character.” If this isn’t done, they should at least be discussed in a paragraph format, so more about the appearance and integrity of the park is understood. With so little considered contributing, it seems it would be difficult to determine if a park meets the registration requirements.

Other

- In the explanation for the beginning and end dates of the period of significance on pages 22-23, please note that 1965 (the end date) is “the date of the last constructed element considered contributing,” which is the Kennedy memorial in North Terrace. (The date is fine, but reference to what determined it should be specific.)
- “The Kansas City Parks and Boulevards Historic District Contributing and Non-Contributing Features” in the Appendix, page 80, should be part of Section 7. This is the best tool for the resource count, which is always based on information in Section 7. As an appendix, it simply gets lost.
- The parks and boulevards add magnificent green space to Kansas City, but the nomination does not uniformly indicate which vegetation contributes to the historic character of the parks and boulevards. For future reference, this should be included in nominations for important landscapes, but this will not be considered an omission here, because it was not brought up in the first return comments. However, this would be a good topic for discussion when NR staff visits the MO SHPO later this year.

Thank you for addressing several points noted in the first return. The document is much stronger, with the maps and site plans remaining the most persistent problems. If you have any questions, please contact me at barbara_wyatt@nps.gov or at 202-354-2252.

Barbara Wyatt, Historian
National Register of Historic Places





Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director

DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

June 16, 2016

Attn: Barbara Wyatt
National Register of Historic Places
National Park Service
1849 C Street, N.W.
Washington, DC 20240

Dear Barbara,

Our office feels this nomination adequately addresses the return comments from August 11, 2015 (included on disc). I fully support its listing and hope you find it acceptable. The Parks Department of the City of Kansas City and the preparer are very eager to see it listed. As such, we ask for an expedited review if at all feasible. We are aware there are staffing shortages at your office; however, it never hurts to ask.

I hope this finds you well.

Best wishes,

A handwritten signature in black ink, appearing to read "Michelle Diedriech". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Michelle Diedriech
National Register and Survey Coordinator
State Historic Preservation Office
Missouri Department of Natural Resources
P.O. Box 176
Jefferson City, MO 65102
Phone: direct line (573) 526-1680, toll free [800-361-4827](tel:800-361-4827)
E-Mail: michelle.diedriech@dnr.mo.gov

Enclosures: As stated

JUN 24 2016



Jeremiah W. (Jay) Nixon, Governor • Sara Parker Patton, Director

Nat. Register of Historic Places
National Park Service

DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

Memorandum

Date: June 17, 2016

To: Keeper, National Register of Historic Places

From: Toni M. Prawl, Ph.D., Deputy SHPO and Director, Missouri SHPO *JMP*

Subject: The Kansas City Parks and Boulevards HD, Kansas City, Jackson, Missouri, National Register Nomination, *The Kansas City System of Parks and Boulevards MPDF*

This is a resubmission of a returned nomination. Our state review board, the Missouri Advisory Council on Historic Preservation, approved the above nomination on August 15, 2014. All owners and appropriate elected public officials were notified and provided at least thirty (30) days to comment on the above nomination in accordance with Section 36CFR60.6, interim regulations, using the exact notification format recommended by the National Register. **The enclosed disc contains the true and correct copy of the nomination for the Midtown Neighborhood Historic District to the National Register of Historic Places.**

Please find enclosed the following documentation:

1 CD with original National Register of Historic Places registration form, original return comments, and maps

_____ Multiple Property Documentation Form

_____ Photographs

1 CD with electronic images

_____ Original USGS map(s)

3 Piece(s) of correspondence (cover letter, signature page, note from NR Coordinator)

_____ Other: _____

Comments:

X Please ensure that this nomination is reviewed : **Resubmission of Return**

_____ The enclosed owner objection(s) do _____ do not _____ constitute a majority of property owners.

_____ Other: _____