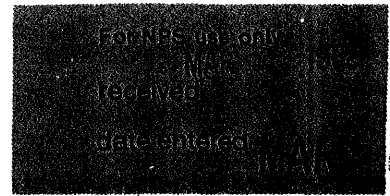


United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections



1982

1. Name

historic Olmsted Parks and Parkways Thematic Resources

and/or common

2. Location

street & number various (see continuation sheet) not for publication

city, town Buffalo and Lackawanna vicinity of congressional district 37th

state New York code 036 county Erie code 029

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> museum
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> commercial
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> educational
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> entertainment
<input checked="" type="checkbox"/> Thematic	<input checked="" type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> government
(2 Park Systems, 2 Parks)		<input type="checkbox"/> no	<input type="checkbox"/> industrial
			<input type="checkbox"/> military
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name City of Buffalo, City of Lackawanna and Erie County

street & number See continuation sheet

city, town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Erie County Clerk's Office

street & number 47 Delaware Avenue

city, town Buffalo state New York

6. Representation in Existing Surveys

title N.Y. Statewide Inventory 029-40-3838-D00P
has this property been determined eligible? yes no

date June-September, 1979 federal state county local

depository for survey records N.Y.S. Office of Parks, Recreation & Hist. Preservation

city, town Albany state New York

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Olmsted Parks and Parkways Thematic Resources consist of four elements: the Delaware Park-Front Park System, Martin Luther King, Jr. Park, the Cazenovia Park-South Park System, and Riverside Park (two park systems and two individual parks) designed between 1869 and the 1920's by Frederick Law Olmsted, Calvert Vaux and their successor architectural firm. The two park systems consist of landscaped parks connected to each other by means of broad, tree-lined parkways. Both parkway systems connect with Buffalo's major thoroughfares by means of circles located at key points of intersection.

The Delaware Park-Front Park System was developed between 1868 and 1876. Located in north-central Buffalo, it encompasses Delaware Park, Gates Circle, Chapin Parkway, Soldier's Place, Lincoln Parkway, Bidwell Parkway, Colonial Circle, Richmond Avenue, Ferry Circle, Symphony Circle, Porter Avenue, Columbus Park, and Front Park.

The Cazenovia Park-South Park System, designed by Olmsted between 1894 and 1896, is located in the extreme south of the city with a portion in the adjacent city of Lackawanna. The Cazenovia Park-South Park System includes Heacock Place, McKinley Parkway, McClellan Circle, Red Jacket Parkway, Cazenovia Park, McKinley Circle, and South Park.

The two individual parks included in the thematic group are Martin Luther King, Jr. Park (formerly Humboldt Park) and Riverside Park. Humboldt Park was originally connected to the Delaware Park-Front Park System by Humboldt Parkway. This landscaped road lost its integrity when altered to the present Kensington Expressway in 1970-71. Thus, Humboldt Park, although retaining its integrity of setting and design is no longer physically connected to the system. Riverside Park, located in the northwest corner of Buffalo, is an individual park designed by the Olmsted Architectural Firm in 1898 after Frederick Law Olmsted's retirement. Riverside Park was designed for active recreation, and periodic alterations have occurred as the community's recreational needs have changed over time. Despite these changes, Riverside Park retains numerous original design features and remains as the final element completed as part of Buffalo's Olmsted Park plan.

An extensive survey report, which provided the basis for this nomination was compiled by Patricia M. O'Donnell Sherk, a graduate student in landscape architecture at the University of Illinois at Urbana. This survey document contains background information on Frederick Law Olmsted and his successors, copies of letters, descriptions of archival material, site inspection reports, reproduced landscape drawings, plant lists, historic and current photographs, maps, aerial photos and building/structure inventory forms. Olmsted's 1876, 1892 and 1899 maps (copies attached) of Buffalo showing the relation of the park system to the general plan of the city were used in conjunction with site inspections and individual park maps to evaluate the integrity of all features. All the publicly owned elements of the plan that retain integrity of location, design, setting, materials, feeling, and association are included in this nomination. Those elements which have lost integrity through alteration and no longer resemble Olmsted's original design have been excluded. A privately owned residential subdivision around the northeast part of Delaware Park, originally part of Olmsted's plan, is not included in this nomination. Additional research is needed to evaluate its integrity.

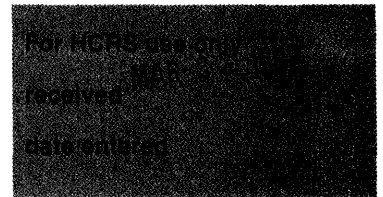
The two park systems and two individual parks are described below. The numbers in parentheses refer to the photographs that are keyed to the maps. The letters on the site maps refer to the non-contributing buildings.

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks and Parkways Thematic Resources

Continuation sheet Erie County (Summary) Item number 7



Summary

1. Delaware Park-Front Park System

Delaware Park
Gates Circle
Chapin Parkway
Soldier's Place
Lincoln Parkway
Bidwell Parkway
Colonial Circle
Richmond Avenue
Ferry Circle
Symphony Circle
Porter Avenue
Columbus Park
Front Park

2. Martin Luther King, Jr. Park

3. Cazenovia Park/South Park System

Heacock Place
McKinley Parkway
McClellan Circle
Red Jacket Parkway
Cazenovia Park
McKinley Circle
South Park

4. Riverside Park

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

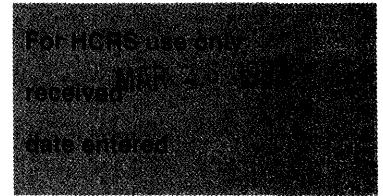
Olmsted Parks and Parkways Thematic Resources

Continuation sheet Erie County

Item number 7

Page

3



1. Delaware Park-Front Park System

Delaware Park (formerly known as The Park)

Delaware Park is a 376-acre tract of land located in north Buffalo and is bounded by Parkside Avenue on the east; Amherst Street and Nottingham Terrace on the north; the Scajaquada Expressway and the grounds of McKinley High School on the west; and Forest Lawn Cemetery and Rumsey Road on the south. The Scajaquada Expressway, which follows the roadbed of a former park drive, runs east and west through the park, and Delaware Avenue, a primary city street, bisects the park from north to south.

Delaware Park is divided into two areas: the 243-acre "Meadow Park" on the east and the 133-acre "Water Park" with what was originally a 46-acre lake, on the west. The ravine and picnic grove on the south side comprise a 12-acre subdivision of the latter section.

The meadow (#10), with its gently rolling topography and clusters of oaks, maples and other trees, is an open greensward bordered by mature trees and edged by a winding perimeter road. The Scajaquada Expressway carries high speed auto traffic over the route of a former carriage drive on the southern border of the meadow, and bridges Delaware Avenue as Olmsted's original roadway did and crosses the lake near the Buffalo and Erie County Historical Society building. At the northeast corner of the meadow, the Buffalo Zoological Gardens stands, considerably expanded, in the area reserved for a deer paddock in Olmsted and Vaux's 1870 plan. Preserving most of its original pastoral character, the meadow is now mostly given over to a eighteen-hole golf course. It also accommodates four baseball diamonds and a soccer field. On the northern border, near Amherst Street, are several tennis courts. In the area near Agassiz Circle is the remains of a bridge (1898) that once formed part of a system of pools which have been filled in, leaving the bridge level with the lawn.

The broad lake (#11) that forms the major feature of the section of the park west of Delaware Avenue was created by the damming of Scajaquada Creek, a stream flowing into the park from Forest Lawn Cemetery. Known as Mirror Lake, it originally had a picturesquely irregular shoreline embellished by masses of shrubs and trees. In the northwest corner of this section of the park, near the historical society building, the north shore still possesses pathways winding through sloping wooded banks (#12). On the southern side of the lake, groves and open spaces form a diverse landscape. A modernized casino (which replaced an earlier structure designed by Vaux) stands on the south shore near Lincoln Parkway and a bridge (1900) designed by Green and Wicks (#13) carries Lincoln Parkway across the end of the lake. The Albright-Knox Art Gallery (National Register listed 5/27/71) overlooks

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks and Parkways Thematic Resources
Continuation sheet Erie County

Item number 7

Page 4

the park at this point. Gala Waters, a smaller bay to the northwest of the main lake (and separated from Mirror Lake by the expressway) forms the setting for the Buffalo and Erie County Historical Society building (National Register listed 4/23/80 ; designed in 1901 by George Cary as the New York State Pavilion at the Pan-American Exposition, which included Delaware Park). Gala Water drains directly into Scajaquada Creek, which west of Elmwood is bordered by landscaped banks that extend the park several hundred feet west of Elmwood Avenue. North of Mirror Lake, the thin band of the park east of Lincoln Parkway between the Scajaquada Expressway and Nottingham Terrace contains a walking path and spotty stands of shrubbery and trees. A number of tennis courts are located in this area, near Delaware Avenue.

The third section of Delaware Park is the ravine south of the lake. This land was added to the park at Olmsted's suggestion in 1887 and comprises twelve acres of a native grove of mature trees on either side of a pleasantly winding hollow. A stone bridge built in the 1880's spans the ravine (#14). To the west of the ravine, along Rumsey Road, is a picnic grove, an area that, in 1906, was also appended to the original park plan. Adjacent to the picnic grove, near to Lincoln Parkway, a rose garden and pergola, dating from 1912, have been recently restored (#15).

The following is a list of the major structures in Delaware Park:

Contributing Structures

- Caretaker's Cottage, 1889 (stone)
Southwest of the historical society building
Described in 1898 park report as "a stone residence of good size and distinctive design," this building recalls the care once given to maintaining the parks, especially at the time of the 1901 Pan-American Exposition.
- Lincoln Parkway Bridge, 1900 (stone)
West end of the lake, over Scajaquada Creek
Green and Wicks, architects
The local firm of Green and Wicks was hired by the Parks Department to design this Neo-Classical bridge in preparation for the 1901 Pan-American Exposition. Olmsted Brothers approved the design.
- Rose Garden Pergola, 1912 (wood)
East of Lincoln Parkway, south of the casino
- Stone Bridge, c. 1887
North of Rumsey Road, west of Shelter House
This is the only remaining structure from the original Olmsted plan for the park.
- Parkside Lodge, 1914 (stucco)
West of Parkside Avenue, north of the Scajaquada Expressway

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Heritage Conservation and Recreation Service**

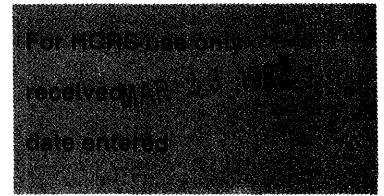
**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks and Parkways Thematic Resources

Continuation sheet Erie County

Item number 7

Page 5



- Rumsey Shelter House, 1900 (stone)
West of Delaware Avenue, northeast of Rumsey Road
This unobtrusive, rusticated stone structure was built to accommodate increased use of the park during the 1901 Pan-American Exposition.
- Main Zoo Building, 1935-1940 (stone)
West end of the Buffalo Zoological Gardens
This building was built as part of the expansion of the zoo that was undertaken with WPA funds. When completed, the simplified Art Deco structure was regarded as the best reptile house in America.
- Shelter House, c.1900 (stone)
East end of the zoo, near Parkside Avenue
- Elephant House, c.1912 (brick)
East side of the zoo, near Parkside Avenue

Non-Contributing Structures

- H. Parkside Garage, c.1960 (brick)
North of Parkside Lodge
- I. Concession Stand, c.1970 (wood)
South side of North Meadow Road, north of expressway
- J. Scajaquada Expressway (concrete road), approximately one and one-half miles long; width: New York State Department of Transportation right-of-way, 1950's.
- K. Children's Zoo, 1965 (brick)
East end of the zoo, near parking lot and Parkside Avenue
- L. Delaware Park Zoo Visitor's Center, c.1979 (concrete)
South side of the zoo, on North Meadow Drive
- M. Delaware Park Zoo Concession stand, c.1955 (cement)
East of Main Zoo building, north of visitor's center
- N. Giraffe House, c.1967 (brick)
Northeast side of the zoo
- O. Police Radio Station, c.1950 (brick)
North of the expressway, east of Delaware Avenue
- P. Delaware Park Casino, 1900; rebuilt, 1961 (stone)
Green and Wicks, architects
South side lake near Lincoln Parkway

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Heritage Conservation and Recreation Service**

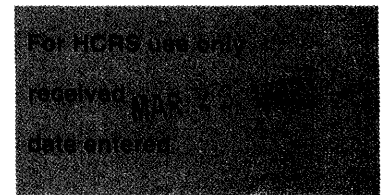
**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks and Parkways Thematic Resources
Continuation sheet Erie County

Item number 7

Page

6



Q. Bathroom Shelter House, c.1940 (brick)
West of North Meadow Road, north of the expressway

Gates Circle (Originally called Chapin Place)

In plan, Gates Circle (#19) is a 5-acre rectangular area, 500 feet x 420 feet, at the intersection of Delaware Avenue, West Ferry Street and Chapin Parkway. The circle constitutes the monumental entry to the parkway approach to Delaware Park from the downtown area of the city. Delaware Avenue links Gates Circle to Niagara Square some three miles distant. In 1904, Gates Circle received a large circular fountain that remains intact and which is currently undergoing restoration. A sunken basin punctuated with bronze urns surrounds a low central pool within an outer circular granite wall. The three entrances to flights of steps leading to the lower pool are distinguished by pairs of tall bronze lamp standards. Surrounding Gates Circle is a multi-scaled mixture of institutional, commercial and residential architecture.

Chapin Parkway

Chapin Parkway runs 1904 feet southeast from Soldier's Place to Gates Circle and comprises an area of 8.7 acres (#6). It consists of a wide grassy median planted with four rows of trees. Two roadways flank this median area and are bordered with single rows of trees screening large residences, most of which date from the early twentieth century.

Soldier's Place

More than the other Olmsted circles in Buffalo, Soldier's Place retains the features of its original plan, although most of the trees and shrubs that once stood here have disappeared. First projected to hold a Civil War memorial, Soldier's Place is an area 700 feet in diameter, 8.8 acres, at the juncture of Bidwell Parkway, Lincoln Parkway, Bird Avenue and Chapin Parkway. In the center of the circle is a low hexagonal cement bed containing a single evergreen surrounded by a low hedge border. An outer ring of young shade trees borders this inner area. Around Soldier's Place are large, wedge-shaped areas of grass with trees which form the sections between the various entering roadways. Set considerably back from the circle are large, late nineteenth-century houses. Frank Lloyd Wright's Heath House (1904) overlooks the circle at Bird Avenue.

Lincoln Parkway

Lincoln Parkway (#21) runs north 1965 feet from Soldier's Place to Delaware Park and is a 200-foot-wide, 9-acre thoroughfare bordered

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks and Parkways Thematic Resources

Continuation sheet Erie County

Item number 7

Page 7

by imposing residences, which date from the early twentieth century. Between Soldier's Place and Forest Avenue, a broad central street is flanked by two service roadways separated from the central right-of-way by grassy medians. From Forest Avenue to the park there is a service road only on the west side of the parkway. Each of the medians is planted with double rows of young trees.

Bidwell Parkway

Bidwell Parkway runs 2323 feet northwest from Colonial Circle to Soldier's Place and comprises an area of 10.7 acres (#1). The 200-foot-wide roadway has two roadbeds which are separated from each other by a wide grassy median strip planted with four rows of trees. An additional row of young trees flanks each side of the roadway. At the Soldier's Place end of Bidwell Parkway stands a large bronze statue by Larry Griffiths entitled "Birds in Flight" (1980).

Colonial Circle (formerly Bidwell Place)

Colonial Circle, which was formerly known as Bidwell Place, covers an area 510 feet x 465 feet comprising 5.4 acres at the juncture of Richmond Avenue, Bidwell Parkway and Lafayette Street. In the landscaped central area of the circle stands a bronze equestrian statue of General Daniel D. Bidwell (#7). The circle is surrounded by large residences dating primarily from the late nineteenth and early twentieth centuries. The spaces between the entering streets are planted with a variety of young trees (#8). St. John's Episcopal Church (1926) by Cram, Goodhue and Ferguson is at the east side of the circle (#8).

Richmond Avenue (formerly called The Avenue)

Richmond Avenue (#29) was a pre-existing roadway that Olmsted incorporated into the parkway system. It runs from Symphony Circle north to Colonial Circle, a distance of 6022 feet. Together with Porter Avenue it provides a 100-foot-wide link from Front Park on the west side of town to Delaware Park in the north part of the city. Richmond Avenue traverses Ferry Circle at the juncture of West Ferry Street. A few large elms remain standing in isolation at various places along the avenue, which was originally lined with double rows of trees. Richmond Avenue is bordered by large, closely spaced houses dating primarily from the late nineteenth and early twentieth centuries.

Ferry Circle

Ferry Circle is an area 300 feet in diameter at the juncture of Richmond Avenue (north-south), West Ferry Street (east-west), and

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks and Parkways Thematic Resources

Continuation sheet Erie County

Item number 7

Page 8

Massachusetts Avenue (entering from the southwest). A broad paved area void of architectural embellishment, it is surrounded by large, late nineteenth century houses.

Symphony Circle (formerly called The Circle)

Symphony Circle is at the juncture of Porter Avenue with Richmond Avenue, North Street, Pennsylvania Street and Wadsworth Street. Five hundred feet in diameter, it provides a 4.5 acre setting for Kleinhans Music Hall on the southeast, the First Presbyterian Church on the south, the Rosa Coplan Home and Birge residence (abandoned) on the east, and a series of late nineteenth century houses on the north. Little remains of Olmsted's original landscape scheme, except for a few large trees (Listed on the National Register on 4/22/80 as part of Allentown Historic District).

Porter Avenue

Porter Avenue is a former city street incorporated into the parkway system to connect Front Park and Columbus Park with Symphony Circle. A wide thoroughfare, it traverses a late nineteenth century residential neighborhood and was formerly lined with elms on either side.

Columbus Park (formerly Prospect Park)

Columbus Park is an area of two city blocks on the west side of Buffalo and is bounded by Connecticut Street on the north; Prospect Street on the east; Porter Avenue on the south; and Seventh Street on the west. Niagara Street bisects the park from north to south. The broad flat area of turf and trees is unrelieved by any significant landscape feature but is one of the highest points in the city (#9). The park supports a variety of trees of different ages, with many mature specimens of horse chestnut, maple and elm surviving. On the north side of Columbus Park stands the Romanesque Revival 174th Regiment Armory (1897) and on the east side are the nineteenth and twentieth century buildings of D'Youville College. The south and west sides of the park have a primarily residential character. A public library on Porter Avenue between Niagara Street and Prospect Street and a park building on the north side of the same section of the park and the architectural elements of the park. A statue of Christopher Columbus faces Porter Avenue between Niagara and Seventh Streets.

The following is a list of the major structures in Columbus Park:

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks and Parkways Thematic Resources
Continuation sheet Erie County Item number 7

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Page 9

Contributing Structures

-Shelter House, c.1908 (brick)

South of Connecticut Street, west of Niagara Street

C.L. Schutrum, builder

This structure is a good example of the type of brick shelter houses erected in the Buffalo parks in the early twentieth century. A wing was added on the north side in the 1960's.

Non-Contributing Structures

G. Niagara Branch Library, c.1957 (brick)

North side of Porter Avenue, east of Niagara Street

Front Park (formerly known as The Front)

Front Park is a 32-acre space located at the beginning of the Niagara River. Originally bordered by Fort Porter to the north, Sixth Street to the east, York Street to the south and the Erie Canal to the west, today Front Park is bounded by Busti Avenue to the east, Porter Avenue to the south, the Peace Bridge to the north, and the New York State Thruway to the west.

Chosen for the view out over Lake Erie, the Niagara River and the Canadian shore, the site, wrote Olmsted, "would be peculiar to Buffalo and would have a character of magnificence, admirably adapted to be associated with stately ceremonies, the entertainment of guests, and other occasions of civic display." The original plan comprised an area of 35 acres and included a large terrace overlooking the Erie Canal and the beginning of the river. Behind the terrace on the east was a large oval playground. Carriageways entered the park on the north at Fort Porter and on the south from York Avenue (now Porter Avenue). Trees and shrubs were clustered in groves along the winding carriageways and along the perimeter of the park. The grassy banks were also planted with shrubbery.

In the 17th Annual Report of the Park Commissioners (1887), Front Park was described as having a playing green of 7.5 acres, a terrace concourse of 3.5 acres and the Front Border and Fort Porter areas of 24.5 acres. By 1891, additional land had been acquired west of the canal, an area which was developed into playgrounds, a bathing beach and a boathouse. By 1931 recreation facilities included eight baseball diamonds, four tennis courts, two football fields, a cricket field, a toboggan slide and an ice skating rink.

The original plan of Front Park has been altered in a number of ways. At the Porter Avenue entrance, access routes to the Peace Bridge (Moore and Baird Drives), erected in 1927 and located on the site of Fort Porter, have been cut through the eastern edge of the park. These roads have removed about 75 feet from the park. The large open playing field and ball diamond still dominate the center

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks and Parkways Thematic Resources

Continuation sheet Erie County

Item number 7

Page 10

of the park, although they are slightly smaller than originally laid out (#16). Tennis courts occupy the northern edge of the playing field (#17). The original form and extent of the terrace can still be seen. In the center is a monument to Commodore Perry. At the western edge the view toward the lake has been obstructed by an unattractive brick building used as the superintendent's house and restrooms. In addition, the park visitor wishing to view the river must look through elevated lanes of the New York State Thruway, which occupies the right-of-way of the former Erie Canal. The southern end of Front Park possesses many mature trees, a curving entrance road, several winding paths, and grassy banks sloping down to the former edge of the canal (#18). A stone shelter stands in a grove in this area. In the southeastern corner of the park, a non-descript brick building houses a recreation center. In front of it an ice skating rink is surrounded by a chain link fence.

The following is a list of the major structures in Front Park:

Contributing Structures

Picnic Shelter, c.1900 (stone)

South end of park, near Porter Avenue

A rustic, open shelter, this structure is consistent with Olmsted's conception of park architecture.

Non-Contributing Structures

R. Hockey Rink Casino, c.1957 (brick)

West side, near Porter Avenue and Thruway

S. Tourist Information Center and Superintendent's House, c. 1957 (brick)

West side of park, near Thruway.

2. Martin Luther King, Jr. Park (formerly called The Parade and, after 1896, Humboldt Park)

Martin Luther King, Jr. Park was originally called The Parade by Olmsted and Vaux who conceived it as a place for military displays and active children's sports. The 56-acre slightly L-shaped plot is located in the eastern section of the city where, Olmsted said, "it is more near to the densely populated parts of the city than any other site having distinctive natural advantages." The park is bordered by Northampton Street and North Parade Avenue on the north, East Parade Avenue on the east, Best Street on the south, and the Kensington Expressway and West Parade Avenue on the west.

Martin Luther King, Jr. Park is bisected by Fillmore Avenue, which divides the grounds into eastern and western portions. (In Olmsted's original plan, the street did not extend through the park; it was cut through in 1896 when John C. Olmsted presented a revised design and the name of the park was changed to Humboldt Park.) In the southeastern

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks and Parkways Thematic Resources

Continuation sheet Erie County

Item number 7

Page 11

corner of the park stood a large wooden refectory designed by Calvert Vaux in 1874, but destroyed by fire in 1877. To the north of the refectory site a grove contained children's games. The western portion of the park was a large 20-acre parade field which was surrounded by a curving carriage drive. Humboldt Parkway, which linked The Parade to The Park (Delaware Park), entered the park in the area immediately north of the parade field. Another major entrance, with gates, was at the southwest corner, at the juncture of Best Street, West Parade Avenue and Herman Street.

In 1895, Olmsted's successor firm, Olmsted, Olmsted and Eliot, was asked to present revisions to the original park design. The new plan placed the open parade field with several water basins, the most conspicuous of which was a large wading pool, 500 feet in diameter (#22). Fillmore Avenue was cut through the park north and south in a curving route, skirting the eastern side of the wading pool. The area of the children's playgrove gave way to the present picnic grove (#23).

Early twentieth-century changes to Olmsted's original scheme include the construction, in 1904, of a small brick shelter near the site of the former refectory. It still serves as an office and a lavatory. In 1907, the present greenhouses were built just north of the shelter building. In 1926, construction began on the Museum of Science, which occupies the northwest corner of the park where once was the grand Humboldt Parkway entrance. A large parking lot for the museum occupies a space 120 feet x 600 feet along the western edge of the park behind the building. On the eastern side of the museum building, a large, fenced rose garden (#24) contains several thousand bushes arranged in beds. A large brick casino, built in the 1920's, overlooks the wading pool on the west. To the west of the casino is an ice skating rink and basketball courts, the latter covering an area planned for a reflecting pool in the 1896 revised plan.

Today, the north and northeastern portions of the park (#25) are shaded by irregularly spaced trees. The northern and eastern borders retain their nineteenth-century iron fence (#26). The southeastern corner of the park is shaded by many mature trees and tall shrubs and suggests the appearance of Olmsted's original manner of border planting to screen neighboring city streets (#27). Tennis courts have been placed to the north of the greenhouses and a small picnic shelter stands to the west of the courts. Along the entire north edge of the park a variety of mature trees and shrubbery screens the park from the residences along North Parade Avenue. Otherwise, the park is open to the city streets which border it.

The following is a list of the major structures in Martin Luther King, Jr. Park:

Contributing Structures

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks and Parkways Thematic Resources

Continuation sheet Erie County

Item number 7

Page

12

- Shelter House, 1904 (brick)
Next to the greenhouse, facing the original concourse
Robert A. Wallace, architect
This small structure occupies part of the site of the original wooden shelter house which was designed by Vaux in 1876.
- Buffalo Museum of Science, 1926-27 (stone)
Northwest end of the park, south of Northland Avenue
Esenwein and Johnson, architects
The building is a good example of the Art Deco style.
- Greenhouse, 1907
East side of the park, facing the original concourse
- Humboldt Park Casino, c.1926 (brick)
Between the wading pool and ice rink
The casino was part of the remodeling of the park that took place in the 1920's. Its main purpose was to provide lockers and rest-rooms for the bathers using the wading pool adjacent to the west.

3. Cazenovia Park-South Park System

Heacock Place

Heacock Place (#20) is a 3-acre 350 feet x 350 feet green-space traversed by a Y-shaped roadway which forms the beginning of McKinley Parkway. Residences stand far back from the center of the broad open space, which is bordered with young trees and shrubs. Abbott Road bounds Heacock Place on the north and east, Remolino Street defines the southern side, and Southside Avenue marks the western edge. Heacock Place forms the beginning of the South Parkway System serving Cazenovia and South parks.

McKinley Parkway (formerly called Southside Parkway)

McKinley Parkway joins Heacock Place to South Park. From the southern edge of Heacock Place one travels southeast to McClellan Circle at the juncture with Red Jacket Parkway, which runs eastward to Cazenovia Park. From McClellan Circle, McKinley Parkway bears southward to McKinley Circle. Beyond McKinley Circle, the parkway bends southwest to South Park, which it enters directly across from the conservatory. For its entire length, McKinley Parkway is a wide, tree-lined central roadway bordered by modest residences set well back from the streetline.

McClellan Circle (formerly called Woodside Circle)

McClellan Circle (#28) is a 500-foot right-of-way at the juncture

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks and Parkways Thematic Resources

Continuation sheet Erie County

Item number 7

Page 13

of McKinley Parkway, Red Jacket Parkway, Choate Avenue and Whitfield Avenue. The center of the circle is embellished with a bed of flowering annuals. Wedge-shaped areas of turf planted with shade trees form the spaces between the intersecting streets.

Red Jacket Parkway

Red Jacket Parkway is part of the South Parkway System and runs 1500 feet from McClellan Circle eastward to the junction of Abbott Road and Potters Road, at the entrance to Cazenovia Park.

Cazenovia Park

Cazenovia Park is an irregularly shaped rectangle of land in south Buffalo bordered by Cazenovia Street on the west; St. John's Place, Parkside, Newman, Maywood, Beyer and Seneca Streets on the north; Wichita Avenue and the Buffalo-West Seneca town line on the east; and Abbott and Potters Roads on the south. Cazenovia Creek flows southeast to northwest through the center of the site. Cazenovia Parkway, a 30-foot wide road, curves through the park from Abbott Road at the juncture with Red Jacket Parkway to Cazenovia Street, near the northwest corner of the park.

Groves of mature trees along Seneca and Cazenovia Streets and Abbott Road (#2) screen the gently rolling, pastoral landscape of the interior of the park from the early twentieth-century residential neighborhoods that surround Cazenovia Park. The original wide lake in the center of the park no longer exists; the sole remaining water feature is the long narrow bed of Cazenovia Creek (#3). Certain marshy areas and aquatic plants in the slow moving creek attest to the former presence of the large, irregularly shaped lake (#4).

Recreational features in Cazenovia Park include a covered ice rink in the southwest corner of the park, a public library in the northwest corner, baseball diamonds and a playing field in the northwest section, as well as a former boathouse (#5) and swimming pool, and a golf course in the southern section, the latter a portion of 80 acres that was added to the original parkland in 1925.

The following is a list of the major structures in Cazenovia Park:

Contributing Structures

- Cazenovia Park Casino, 1912 (brick)
North side of park, near Seneca Street
Esenwein and Johnson, architects
- Shelter House, 1902 (brick)
North of the swimming pool and casino

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks and Parkways Thematic Resources

Continuation sheet Erie County

Item number 7

Page 14

Non-Contributing Structures

- A. Golf Shelter, 1931 (cement block)
West of the intersection of Beyer and Willink Streets
- B. Shelter House, c.1935 (brick)
South side of police station, community center and ice rink building east of Potter's Road, west of Cazenovia Creek
- C. Cazenovia Public Library, c.1930 (brick)
Northeast corner of Cazenovia Street and Cazenovia Parkway
- D. Potter's Road Garage, c.1965 (brick)
East side of Potter's Road
- E. Garage, c.1950 (brick)
North of swimming pool
- F. Police Station, Community Center and Ice Rink building, c.1979 (brick)
Southeast corner of Cazenovia Street and Abbott Road.

McKinley Circle (formerly called South Parkway Circle)

McKinley Circle is traversed by McKinley Parkway and Dorrance Avenue and forms the point at which McKinley Parkway turns southwest-erly to South Park.

South Park

South Park is an irregularly shaped square area of 155 acres near the shore of Lake Erie and is bounded by South Park Avenue on the east, Ridge Road and Nason Parkway on the south, the Erie Rail- road lines on the west, and an area of industrial sites on the north. The park has a curving loop road with entrances at Hopkins Street, Ridge Road, Nason Parkway and South Park Avenue. The main entrance is on South Park Avenue at the juncture of McKinley Parkway, across from the conservatory which houses the South Park Botanical Gardens. Traversing the north central area of the park from South Park Avenue to the railroad tracks on the west is a large, irregularly shaped lake with three small islands (#33). Most of the gently rolling greensward surface of the park is a nine hole-golf course.

Since 1894, South Park has been developed as an arboretum. The conservatory (#34) was begun in 1889 and remains virtually unchanged, except for the addition of propagating houses at the rear.

Most of South Park preserves its original pastoral character, despite recreational development which began in 1915 with the creation of the golf course. (A baseball diamond is near the southern edge of

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks and Parkways Thematic Resources

Continuation sheet Erie County

Item number 7

Page 15

the park and a playground exists near the Hopkins Street entrance.) The lake, the central feature of the design, exists substantially as originally planned. Its irregular, sometimes marshy, borders and the wild, overgrown character of the islands are suggestive of Olmsted's approach to water design. As such, the lake in South Park is one of the best surviving examples of an Olmsted urban park lake. As one proceeds around the loop road and winding pathways, he obtains changing vistas of greensward (#36) and water with his attention continually directed within the confines of the park. This sense of enclosure is reinforced by the typical Olmstedian device of heavily planted borders. By and large, modern plantings have remained true to the original conception integrating trees and shrubs of varying sizes to create, alternately, a sense of open and protected space. In addition, a great variety of plant materials is present within the arboretum.

The following is a list of the major structures in South Park:

Contributing Structures

- South Park Botanical Gardens Conservatory, 1889; rebuilt, 1930
East end of the park, near South Park Drive
Lord and Burnham, architects
- Golf Shelter, c.1927 (brick)
Northeast corner of the park, near South Park Drive

Non-Contributing Structures

- W. Greenhouses, c.1960 (brick)
West of the conservatory

4. Riverside Park

Riverside Park is a nearly rectangular area on the bluff overlooking the Niagara River bordered by Vulcan Street on the north, Tonawanda Street on the east, Crowley Avenue on the south and the New York State Thruway on the west. The park, which was originally created by the Olmsted Brothers in 1898 after Frederick Law Olmsted had retired, was intended to afford the visitor extensive views of the Niagara River, with Strawberry and Grand Islands and the Canadian shore in the distance (#30). The Erie Canal (now replaced by the N.Y.S. Thruway) traversed the park along its riparian border, separating the shoreline from the main body of the park. The original 22-acre scheme included a boat dock and canal overpass, neither of which survive.

Traffic along the park was directed along a Y-shaped road which entered the park from

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks and Parkways Thematic Resources

Continuation sheet Erie County

Item number 7

Page 16

Tonawanda Street, directly across from Roesch Street. The open prongs of the "Y" faced the river and embraced the music court and round flower garden, both of which were on axis with the overpass and boat house. Only the northern branch of this thoroughfare exists today.

Presently, Riverside Park retains, in the northern quarter, many old trees which are probable survivors of the original planting scheme (#31). Here can be seen three different heights of plant materials: low clusters of shrubbery; an intermediate level of 20-foot trees; and a canopy of 60-80-foot trees. In this area are specimens of oak and maple. The careful observer can also see along this section slight depressions and remnants of aquatic plants that indicate the former location of the minnow pools.

The central section of the park contains, near the river side, a modern swimming pool and shelter house and an old cemetery (fenced) which was part of the 1912 land acquisition that extended the park some additional 17 acres on the south. (The original southern border was a line extended from Esser Avenue to the river.) Most of the southern quarter of the park is open grassland used for baseball (#32). Tennis courts have been added near Vulcan Street in the center of the park. Access to the river has been restored by the construction of a pedestrian walkway over the N.Y.S Thruway. In the southwestern corner of the park an ornamental lighthouse was constructed in 1979 to symbolize the river heritage of the neighboring community. In the 1960's, a 60-foot-wide slice of land was taken from the southwest corner of Riverside Park for the Vulcan Street off ramp on the N.Y.S. Thruway.

The following is a list of the major structures in Riverside Park:

Non-Contributing Structures

- T. Bath House, c.1958 (brick)
North side of Crowley Avenue
- U. Bath House, c.1961 (brick)
East side of Niagara Street
- V. Garage, c.1960 (brick)
North side of the park, near Niagara Street

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input checked="" type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
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<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
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<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1868-1920's

Builder/Architect F. L. Olmsted; Calvert Vaux;

Olmsted, Olmsted and Eliot; Olmsted Bros.

Statement of Significance (in one paragraph)

GENERAL STATEMENT:

Frederick Law Olmsted is regarded as the first American landscape architect to achieve an international reputation. Born in 1822, Olmsted pursued a career as journalist and travel writer before adopting the relatively new profession of landscape architecture. In 1858, together with the English immigrant architect Calvert Vaux (1824-1895), he won the competition for the design of Central Park in New York City. This preeminent municipal park began for Olmsted a long and successful career as a park designer and an urban planner. Among his outstanding achievements were designs for the grounds of the United States Capitol in Washington, D.C., the 1893 World's Columbian Exposition in Chicago, the Vanderbilt estate at Biltmore, N.C., and the Niagara Falls Scenic Reservation. In addition, he prepared plans for a large number of public and private commissions in every part of the country. Before his death in 1903, he had left his mark on nearly all major American cities.

The public park system originated by Frederick Law Olmsted for the city of Buffalo, New York, consists of a group of parks connected to each other by a series of broad, tree-lined residential avenues and parkways. It is the first such plan for an American city. Conceived in 1868, drawn by 1870, and substantially completed by 1876, the forward-looking program of informal parklands and formal parkways, which was carefully related to Joseph Ellicott's 1804 street plan, met the recreational needs of a swelling urban population and provided a monumental framework within which the city could expand. Together with his partner, Calvert Vaux, and undoubtedly inspired by the example of Baron Haussmann's Paris, Olmsted devoted the full measure of his genius to designing a scheme of landscaped circles, parkways, and avenues (Soldier's Place, Colonial Circle, Gates Circle, Symphony Circle, and Niagara Square, the latter of which is not included in this nomination; Bidwell, Chapin, Lincoln, and former Humboldt Parkways, the latter of which is not included in this nomination; and Richmond and Porter Avenues) for the north side of Buffalo that joined the central, eastern and western areas of the city to four parks (Delaware, Front, Martin Luther King, Jr., and Columbus) and which were regarded as pleasure grounds in themselves. Exhibiting his comprehensive plan for Buffalo at the 1876 Centennial Exposition in Philadelphia, Olmsted proudly described it as showing "the most complete system of recreation-grounds of any city in the United States." (Olmsted's 1876 map of Buffalo showing the relation of the park system to the general plan of the city was used to evaluate its overall integrity. All the publicly owned elements of the plan that retain integrity are included in this nomination.) Two years later the plan won international recognition at the 1878 Exhibition in Paris where it received honorable mention.

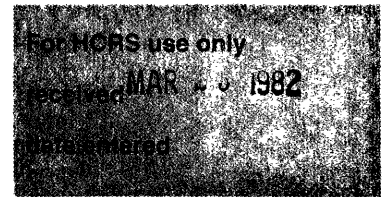
**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks and Parkways Thematic Resources
Continuation sheet Significance

Item number 8

Page 2



Building upon the success of his initial effort, Olmsted and his successors proposed additional parks and parkways for Buffalo in the 1880's and 1890's. The South Parkways (McKinley and Red Jacket), South Park and Cazenovia Park were designed between 1888 and 1893. After 1872, when his partnership with Vaux ended, Olmsted practiced under his own name until 1884 when he moved from New York City to Brookline, Massachusetts, and teamed up with his stepson, John Charles Olmsted (1852-1920). In 1893, they were joined by Charles Eliot (1849-1897) in the firm of Olmsted, Olmsted and Eliot. In 1898, after Olmsted's retirement, the mantle of his reputation passed to the Olmsted Brothers, the professional name adopted by John Charles Olmsted and Frederick Law Olmsted, Jr. (1864-1948). During the first year of their partnership, they designed Riverside Park, the last park for Buffalo from the Olmsted office, which over a period of three decades had shaped a major portion of the city's landscape.

DISCUSSION

For organizational purposes the statement of significance is divided here into four segments, following the groupings created in part seven (description). The discussion of the Delaware Park-Front Park system is the most extensive because it is the earliest and largest. The four discussions which follow provide detailed information about the historic development of each of the thematic units and are intended to supplement the general statement of significance above, which applies to all the components of the park and parkway system as conceived by Frederick Law Olmsted.

1. DELAWARE PARK-FRONT PARK SYSTEM

"The most admirable feature of the place is its system of parks, parkways, and avenues," wrote Lippincott's Magazine in 1885 about Buffalo.¹ The genesis of these splendid amenities had occurred only seventeen years earlier, in August, 1868, when Frederick Law Olmsted met in Buffalo with a group of private citizens to discuss the creation of a public park. Led by William Dorsheimer, a prominent attorney, the group had sought out Olmsted because of the preeminence of his firm, Olmsted, Vaux and Company, in the relatively new profession of landscape architecture. In 1858 Olmsted and his partner, Calvert Vaux, had won the competition for Central Park, the first large-scale municipal park in America. At the time of his trip to Buffalo, Olmsted had taken on two other notable projects, Prospect Park in Brooklyn and Riverside, a planned suburban community near Chicago. Olmsted, who may have known Dorsheimer through contact at the Century Club in New York, where both

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form

Olmsted Parks and Parkways Thematic Resources

Continuation sheet

Significance

Item number 8

Page 3

men held membership, came to Buffalo at a period when the city was experiencing rapid industrial and commercial growth. His hosts were concerned that the city acquire its parkland and organize its outskirts before haphazard expansion ruined all chances for orderly development. Olmsted's visit, therefore, was the result rather than the cause of a growing local park movement, one that existed at least among an enlightened minority of voters. As early as 1866, Dorsheimer had written to Olmsted on the subject of a park for Buffalo. Four years before that the city had opened Prospect Park. The city set aside two blocks of land on either side of Niagara Street between York Street (present Porter Avenue) and Connecticut Street.² This hilltop promenade, which Olmsted later included in his park system and is today called Columbus Park, was followed in 1868 by a Common Council resolution to purchase the bluff overlooking the opening of the Niagara River, in the area of York and Sixth Streets.³ This land, which was unimproved at the time of Olmsted's visit, was also destined to become an element in Olmsted's plan and since his time has been known as The Front (or, more commonly, Front Park).

It was apparently Dorsheimer's original intention to have Olmsted lay out a single park along the lines of Central Park. He and the group he represented showed Olmsted three sites that they believed suitable for such an undertaking. One was the area of The Front; a second was the Potter's Field on High Street, on the east side of the city; and the third was an open tract of land north and west of Forest Lawn Cemetery in the northern outskirts of the city. Between Olmsted's initial inspection tour in August and the completion of the firm's report in October, 1868, Olmsted and Vaux conceived the idea of creating three new parks, one main park (The Park) and two smaller ones (The Front and The Parade), located in all three areas of the city Olmsted had seen. This was a marked departure from the single large parks of New York and Brooklyn. Furthermore, the Buffalo parks, including Prospect Park, were to be connected to each other by wide, shaded thoroughfares. Already, in Brooklyn, Olmsted and Vaux had proposed several parkways, as they called such boulevards, leading to Prospect Park. Riverside was also to have been linked to Chicago by means of a parkway. But Buffalo was the first American city for which a series of parks and parkways were projected and carefully coordinated with the existing city plan.⁴ They remain one of the most impressive American urban planning projects of the nineteenth century.⁵

In Olmsted's scheme, The Park (today called Delaware Park) was the premier pleasure ground to which The Front and The Parade, as well as Prospect Park, were subordinated in size and function. Comprising 350 acres, his plan called for embellishing the grounds with trees and shrubs and winding roadways and paths. The design echoed the English

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks and Parkways Thematic Resources

Continuation sheet Significance

Item number 8

Page 4

romantic landscaping tradition, which had received its first major expression in American public grounds in the early 1850's when Andrew Jackson Downing, Olmsted and Vaux's mentor, had laid out the area between the White House and the Capitol in Washington.⁶ This informal style had characterized Central Park. Yet, unlike the barren stretch of land that had confronted Olmsted and Vaux when they began their work at Central Park, the location of The Park was, according to Olmsted, "Not only beautiful, but its beauty is of that kind appropriately termed park-like."⁷ By this he meant that it presented a gently rolling terrain dotted with groves of stately trees, elements that were naturally conducive to the creation of "attractive and suitable scenery." The contemplation of such vistas, Olmsted believed, would restore the mental and spiritual equilibrium of weary city dwellers. Faith in the healing power of nature was the guiding principle behind Olmsted's work. To give full expression to this notion, the main part of the new park would be planted in turf, "the most essential element of park scenery," in Olmsted's words, because it was "the antithesis of the confined spaces of the town."⁸ Called The Meadow, this area covered well over 200 acres and lay to the east of Delaware Street, which bisected The Park from north to south. Together with the shaded hillside of adjacent Forest Lawn Cemetery, The Meadow offered extensive views of classic Olmstedian scenery.

The smaller western portion of The Park was given over to The Water Park. Here, by damming Scajaquada Creek, which flowed through the site from the cemetery, Olmsted and Vaux brought into being an artificial lake with an artfully contrived shoreline of varied features. "With its mimic islands, bays, and coves," Gala Water, as the lake was called, wrote a contemporary observer, "is exceedingly picturesque."⁹ Today, with much of the original shoreline filled in, the lake, which is currently undergoing cleaning, has lost most of its poetry.

The other two parks, The Front and The Parade (the latter now known as Martin Luther King, Jr., Park and discussed separately below), were planned to serve more active pastimes. The Front contained several playgrounds. Its chief attraction was that it was a place from which to view Lake Erie and the opening of the Niagara River, the perfect backdrop, Olmsted felt, for public ceremonies on a terrace planned for the top of the bluff. Eventually enlarged to include the adjacent grounds of Fort Porter to the north, The Front soon became a fashionable promenade. Olmsted was especially gratified by its popularity, for to him it dispelled the "spirit of the middle ages" he had encountered in Buffalo, when he was told "'Nobody here wants to look at lake, we hate the lake."¹⁰ Personally, Olmsted regarded the prospect from the Front as unique. "This new public property . . .," he wrote "commands a river effect such as can be seen, I believe, nowhere else, -- a certain quivering of the surface and a rare tone of color, the result of the crowding upward of the lake waters as they enter the deep portal of the Niagara."¹¹

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks and Parkways Thematic Resources

Continuation sheet

Significance

Item number

8

Page 5

All of these new parks and Prospect Park (Columbus) were to be linked to each other by residential avenues and parkways. These latter were a new form of street, first built in the United States in Buffalo. Olmsted defined parkways as "broad thoroughfares planted with trees and designed with special reference to recreation as well as for common traffic."¹² The Park was to be approached by four parkways, the longest of which, Humboldt Parkway, linking The Park to The Parade, (Martin Luther King, Jr.,) was transformed into an expressway in 1970-71 and, therefore, is not included in this nomination. The parkways, each 200 feet wide, terminated in circles where they joined major city streets. Coming from the west, Bidwell Parkway began at Bidwell Place (currently called Colonial Circle) and ran northwest to Soldier's Place, a circular space 700 feet in diameter. Soldier's Place, which was to have held a Civil War monument (never constructed), was also the end of Chapin Parkway, which linked up with Delaware Street at Chapin Place (now Gates Circle). From Soldier's Place, one proceeded north directly to The Park along Lincoln Parkway. The arrangement of these parkways Olmsted said, was "more park-like than town-like"¹³ and consisted of tree-lined medians for pedestrians and side roadways for vehicles. Lincoln Parkway had a broad central carriageway flanked on either side by rows of trees and service roadways on the outer edges.

In addition to the parkways that formed the monumental approaches to The Park, Olmsted upgraded several older city streets, pressing them into service as residential avenues leading to the parkways from various parts of the city. These streets were widened to 100 feet and lined with elms, as were the parkways. Delaware Street (present Delaware Avenue), which ran from Niagara Square three miles to Chapin Place, was the principal of these. (Delaware Avenue is not included in this nomination.) A more drastic alteration to the city's plan, however, was the creation of Porter Avenue and The Avenue to connect The Front with The Park, a distance of some 6.5 miles. From The Front, Porter Avenue ran eastward, generally following the way of two older streets, York and North, to the juncture with Rodgers Street, which ran northward toward the new Bidwell Place. Each of these three streets was widened from 66 to 100 feet and provided with a canopy of double rows of elms on either side of the central roadway. Rodgers Street was changed to The Avenue, which Olmsted regarded as the chief park approach from the west side of town, and became a street of large residences set well back from the street-line, a feature characteristic of parkway residences as well. Where The Avenue (the name was changed to Richmond Avenue by 1881) met Porter Avenue, Olmsted laid out The Circle (present Symphony Circle, which is listed on the National Register as part of the Allentown Historic District), on the site of an old cemetery. Into The Circle came streets which tied the neighborhood now known as Allentown to the park system. At Ferry Street, where Rodgers Street had ended, Olmsted created another circle, Ferry Circle, and extended the line of The Avenue across unimproved land to Bidwell Place.

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks and Parkways Thematic Resources

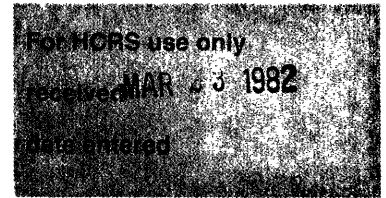
Continuation sheet

Significance

Item number

8

Page 6



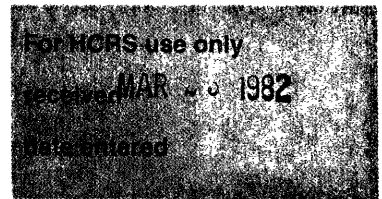
All of these avenues and parkways were intended to promote not only convenient access to the parks but the development of individual, free-standing housing in the northern residential part of Buffalo, a phenomenon that had already begun before Olmsted's arrival and one which his private sponsors were eager to preserve. Olmsted's improvements introduced a new scale and spaciousness to the late nineteenth century city, replacing the "old-fashioned, compact urban, block building" that filled the older, crowded portions of the city near the lake.¹⁴ Olmsted regarded this new openness in cities, where each house stood separate from its neighbor, characteristic of the modern age. It resulted from new modes of more efficient transportation -- to which his parkways contributed -- which made possible the separation of the residential parts of the city from the business district. Clearly, the parkways and avenues were designed to foster this suburbanization of the city, a notion that Olmsted regarded as an advance almost as important as the park movement itself. "There is a strong tendency in our civilization," he wrote, "to build parts of towns with reference . . . strictly to business . . . and to building other parts of the same towns with reference to the enjoyment of life apart from business in such a manner that more and more ground shall be appropriate to give a number of houses . . . The effect of the tendency on the whole will be to spread out the domestic parts of a town and to include in the idea of a town a much larger proportion than at present of decidedly suburban elements."¹⁵ Buffalo, due to Olmsted's direction was one of the earliest and best examples of this urban evolution.

As much as he was impressed by the possibilities that the yet undeveloped north side of Buffalo offered for parkland and residential growth, Olmsted likewise admired the virtues of the original city plan which had been devised in 1804 by Joseph Ellicott. "No equal number of people was to be found in any American town," he remarked, "so beautifully housed and having the use of so convenient arrangements of inter-communication."¹⁶ Buffalo stood in sharp contrast in Olmsted's mind to "the stupidity, the wastefulness, the hardship and the barbarous cruelty of the arrangement" of San Francisco, where Olmsted had prepared a park plan in the mid-1860's.¹⁷ A series of radial broadways emanating from Niagara Square had distinguished Ellicott's plan, which showed affinities to L'Enfant's plan for Washington. Olmsted and Vaux took great care to plan their parkways in relation to the existing street pattern. "Whether used for pleasure travel or for general traffic," they explained, "the fortunate location and liberal width of the trunk thoroughfares of the older portion of the city most happily exemplify the wise forethought of Mr. Ellicott. The Parkways provide equally liberal accommodation for travel through the newer sections, and simply supplement the original plan in fit accordance with the general design."¹⁸

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks and Parkways Thematic Resources



Continuation sheet

Significance

Item number 8

Page 7

The immediate inspiration for the wide, straight parkways lay, undoubtedly, in the example of the boulevards that Baron Haussmann had recently laid out in Paris. Not only was Haussmann's work reported in the American press, but both Olmsted and Vaux had been to the French capital and seen the changes first hand. Indeed, the passage from Solider's Place via Lincoln Parkway to The Park strongly evokes the movement along Haussmann's Boulevard de l'Imperatrice (completed in 1856; present Avenue Foch) from the circular Place de l'Etoile (where stands Chalgrin's Arch of Triumph dedicated to Napoleon's victories) to the main Paris park, the Bois de Boulogne. The central carriageway bordered by wide strips of grass planted with rows of trees, side service roads, luxurious individual houses set back from the street line, and even the military dedication of Soldier's Place, may be seen as a direct reflection of the Parisian grouping. Even Olmsted's choice to employ the French term "place" to describe the circle in his plan indicates the influence French culture exerted on post-Civil War America.

Olmsted must have been particularly gratified when the excellence of his plan for Buffalo won honorable mention at the 1878 Exhibition held in Paris. The award put its creator and the city in a forward position in the international urban park and boulevard movement that had been set in motion by Napoleon III's rebuilding of Paris. Buffalo came to be ranked with such cosmopolitan cities as Brussels, Rome and Madrid, all of which had been touched by the new ideals of urban planning.

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form



Olmsted Parks & Parkways Thematic Resources

Continuation sheet Erie County

Item number 8

Page 8

2. Martin Luther King, Jr. Park

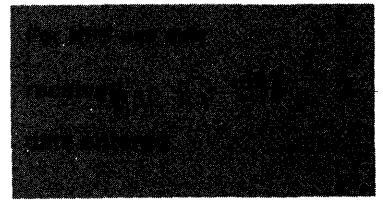
Martin Luther King, Jr. Park, originally called The Parade, was located somewhat further east than the site on High Street that Olmsted had originally favored. Of this site Olmsted said that the park would possess some special advantages. "The first is the most elevated ground in the city on High Street, near the old Potter's Field. From this a finer lookout may be had over the city than from any other point, and the distant wooded plains, backed by blue hills, make a beautiful background to the view on the south. It is nearer to the more densely populated parts of the city than any other site having distinctive natural advantages."¹⁹ This ground was designed as a neighborhood recreational pleasure ground. The park provided a field for military displays and sports, as well as a separate area for children's games, activities which Olmsted feared would disturb the tranquility of The Parade.

In 1895, Olmsted's successor firm, Olmsted, Olmsted and Eliot was asked by the Park Commission to present revisions to the original park design. John Charles Olmsted came to Buffalo and was informed of the aims and wishes of the commission. In January of 1896, a revised plan, which was different than the original, was received. The firm redesigned the area, replacing the playground with a picnic grove and introducing, on the site of the parade ground a series of water features that included a shallow circular basin over five hundred feet in diameter, a rectangular basin for aquatic plants, and a circular fountain area. When the new features were constructed during 1896, The Parade was renamed Humboldt Park. The reason for its original name, military displays on the grounds, was no longer appropriate. The 29th Annual Report in 1899 states that the elaborate and beautiful design for the improvement of the park was carried out. The park was then considered one of the most attractive spots in the city.

The name of the park was changed to Martin Luther King, Jr. Park in 1976 at the request of the surrounding community. Today the park retains historic design features from its periods of use as The Parade, Humboldt Park and Martin Luther King, Jr. Park and represents aspects of both continuity and change in park use and design as conceived by Frederick Law Olmsted and his successor firms.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**



Olmsted Parks & Parkways Thematic Resources

Continuation sheet Erie County

Item number 8

Page 9

3. Cazenovia Park-South Park System

Building upon the success of his work on the north side of Buffalo, Olmsted, in the 1880's and 1890's, proposed additional parks and parkways for other parts of the city. Most of these new lands were located in the southern part of town, except for Riverside Park, which overlooked the Niagara River in the northwest area.

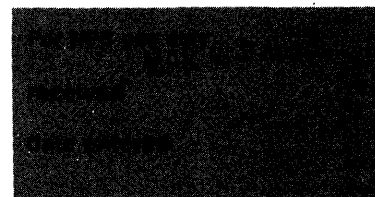
In a lengthy paper entitled The Projected Park and Parkways on the South Side of Buffalo, Olmsted unfolded, in 1888, his plans for an extensive lakefront park connected to the central city by a pleasure boat canal. But Olmsted's imaginative scheme, which, he said, would capitalize on the "really great natural scenery" of Lake Erie,²⁰ appears to have awakened little local enthusiasm. Discussion of the issue of a south park dragged on until 1893 when the city approved the acquisition of land at two sites considerably inland from the spot Olmsted had originally proposed. The larger of the two parks was called South Park and was located on marshy ground hemmed in by railroad tracks and industrial sites. The smaller was Cazenovia Park on the banks of Cazenovia Creek. Both of these parks were laid out after the fashion of Olmsted's earlier designs, and each included a body of water as a major element of its plan. In 1884, South Park assumed the status of an arboretum, as education came to be thought of as a motive for parks, in addition to scenery and recreation. A large conservatory was erected there in 1898.

In conjunction with the two new parks, a South Parkway system was also devised in 1893. It provided access to South and Cazenovia parks from the north, but was not directly linked to the northern parkway system although Olmsted had hoped that it would be. McKinley Parkway led from Heacock Place to South Park, with a short spur, called Red Jacket Parkway running east from McClellan Circle to Cazenovia Park.

For further information, refer to the preceding general statement and to the discussion of parkways found in item one (1) above.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**



Olmsted Parks & Parkways Thematic Resources

Continuation sheet Erie County

Item number 8

Page 10

4. Riverside Park

In 1877, Frederick Law Olmsted was requested to advise regarding a proposed extension of the park system. In his letter transmitted to the Buffalo Common Council in April, 1887, he strongly suggested locating a new park on the lake front. The city took no immediate action on Olmsted's proposal, however.

During this period the city was expanding to the north and consideration was given to the location of a park in this area. Eventually, in 1889, an undeveloped ground known as Germania Park was secured on the waterfront adjacent to the north city line in the area of Black Rock. In 1889, twenty-two acres of land adjacent to the Niagara River were developed as Riverside Park. This park was a fulfillment of Olmsted's recommendation for a large waterfront ground.

Riverside Park is a nearly rectangular area on the bluff overlooking the Niagara River bordered by Vulcan Street on the north, Tonawanda Street on the east, Crowley Avenue on the south and the New York State Thruway on the west. The park plan, which was implemented by the Olmsted Brothers in 1898 after Frederick Law Olmsted had retired, was intended to afford the visitor extensive views of the Niagara River with Strawberry and Grand Islands and the Canadian shore in the distance. The general plan shows a formal, axial symmetry that focuses attention on the riverfront.

This design contains three distinct themes, the pastoral, the formal and the active. Near the turn of the century a gradual movement toward active recreation increased. The Olmsted firm anticipated this and planned active recreation facilities for Riverside Park as well as pastoral and formal areas.

Presently, Riverside Park retains, in the northern quarter, many old trees which are probable survivors of the original planting scheme. While some areas of the park have been altered over time because of the increased need for active recreational use, the integrity of the north and south portions has been largely retained. The playing fields in the southeast sector are from the original design of the park. Three different heights of planting materials are evident; low clusters of shrubbery, an intermediate level of trees, and a canopy of larger, taller trees. In this area are specimens of oak and maple trees. Slight depressions and remnants of aquatic plants indicate the former location of the original minnow pools.

Riverside Park represents the final phase to be implemented of Olmsted's plan for a park system in the city of Buffalo. With its 1912 expansion to include larger, active recreation areas, it also illustrates changes in the public use patterns in urban parks from the pastoral and picturesque to emphasis on both organized and spontaneous recreation and sport.

The creation of Riverside Park concluded a period of three decades during which time the Olmsted office had transformed a major part of Buffalo's landscape and made the city a renowned model of park and parkway planning.²¹

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Heritage Conservation and Recreation Service**

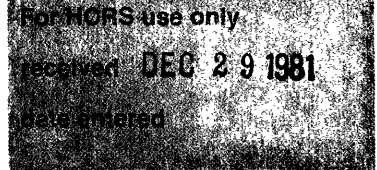
**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks & Parkways Thematic Resources

Continuation sheet Erie County

Item number 8

Page 11



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1. Charles B. Todd, "Studies in a Lake Port," Lippincott's Magazine, XXXV(April 1885), p. 388.
2. Index to Records of Streets, Public Grounds, Waterways . . . Etc. of the City of Buffalo from 1814 to 1896. (Buffalo: City Clerk's Office, 1896), p.502.
3. Ibid. and Proceedings of the Common Council of the City of Buffalo, 1868, pp.369 and 377. The name proposed for the new park by the Committee on Public Grounds was River Park.
4. Charles Beveridge, the Olmsted scholar, characterizes Olmsted's work for Buffalo as follows: "The first stage of the system, designed by Olmsted and his partner, Calvert Vaux, and carried out between 1868 and 1876, is particularly important. It was the first of many such systems planned by Olmsted and his successors and was the first demonstration on the ground of the form he hoped the expanding American city would take." See "The Buffalo Park and Parkway System" in Buffalo Architecture: A Guide (Cambridge, Mass.: MIT Press, 1981).
5. For Olmsted's arguments on this point, see the Sixth Annual Report for 1876 of the Buffalo Park Commission. In addition to the several public parks, Olmsted also proposed the creation of a landscape subdivision on the order of Riverside to assure the suburban character of the area near the main park. Parkside, as the new community was to be called, was a private venture, but one that was seen as important to the success of the municipal parks. It was Olmsted's contention that the increased revenues derived from the rise in property evaluations in neighborhoods bordering parks would repay the city for its initial capital investment in their construction. Buffalo was the first place for which Olmsted planned public and private grounds in conjunction with one another.
6. Coincidentally, Millard Fillmore, who had been President during the period that Downing was working on the Washington plan and who supported strongly Downing's efforts, was living in Buffalo in the late 1860s and early 1870s. He may have played a role in the creation of the park system here.
7. Olmsted, Vaux and Company. Preliminary Report Regarding a Public Park in Buffalo. (Buffalo: Matthews and Warren, 1869), p. 21.

**United States Department of the Interior
Heritage Conservation and Recreation Service**

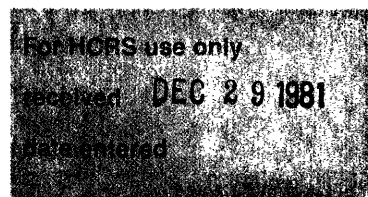
**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks & Parkways Thematic Resources

Continuation sheet Erie County

Item number 8

Page 12.



8. Frederick Law Olmsted, "Public Parks," The Garden, X(March 25, 1876), p.295.
9. Todd, Lippincott's Magazine, XXXV, p.388.
10. Frederick Law Olmsted, "A Healthy Change in the Tone of the Human Heart," Century Illustrated Monthly Magazine, XXXII(October 1886), p.963.
11. Ibid., p.965.
12. Olmsted, Garden, X, p.295.
13. Olmsted, Vaux and Company, Preliminary Report, p.25.
14. Frederick Law Olmsted, "History of Streets," A paper read to the Brookline Club, ca.1888. Typescript in the Olmsted Papers, Manuscript Division, Library of Congress, p.43.
15. Ibid., p.35.
16. Frederick Law Olmsted, The Buffalo Park System (Buffalo: Matthews and Warren, 1881), p.4.
17. Olmsted, "History of Streets," p.32.
18. Olmsted, Buffalo Park System, p.11.
19. Olmsted, Vaux and Company, Preliminary Report, p. 19-20.
20. Frederick Law and John Charles Olmsted, The Projected Park and Parkways of the South Side of Buffalo (Buffalo: City of Buffalo Park Commission, 1888), p.8.
21. The Olmsted Brothers were called back in the 1920's to remodel The Parade, which was then known as Humboldt Park.

9. Major Bibliographical References

See Continuation Sheets

ACREAGE NOT VERIFIED

UTM NOT VERIFIED

10. Geographical Data

Acreeage of nominated property See continuation sheets

Quadrangle name Buffalo N.W.; Buffalo N.E.; Buffalo S.E.

Quadrangle scale 1:24000

UMT References See Continuation sheets

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Verbal boundary description and justification

See Verbal Boundary Description

List all states and counties for properties overlapping state or county boundaries

state	code	county	code

11. Form Prepared By

name/title Claire L. Ross
 organization Historic Preservation Field Services Bureau date December, 1981
Agency Bldg. #1
 street & number Empire State Plaza telephone 518-474-0479
 city or town Albany state New York

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Ann Webster Smith

title Deputy Commissioner for Historic Preservation date 10 December 1981

For NPS use only
 I hereby certify that this property is included in the National Register
 date
 Keeper of the National Register
 Attest
 date
 Chief of Registration

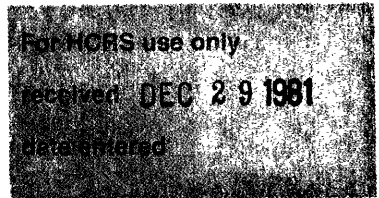
**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks & Parkways Thematic Resources

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Page 1



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**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks & Parkways Thematic Resources

Continuation sheet Erie County

Item number 9

Page 2

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**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks & Parkways Thematic Resources

Continuation sheet Erie County

Item number 9

Page 3



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**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

Olmsted Parks & Parkways Thematic Resources

Continuation sheet Erie County

Item number 9

Page 4

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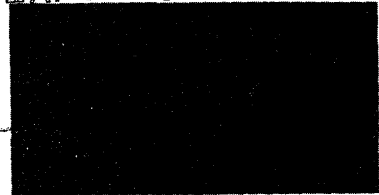
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United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form



Continuation sheet

Item number 2

Page 1

Multiple Resource Area
Thematic Group

dnr-11

Name Olmsted Parks and Parkways Thematic Resources
State NY

Nomination/Type of Review

Date/Signature

1. Delaware Park-Front Park System
Substantive Review

Keeper

Bruce M. Douglas 3/30/82

Attest

[Signature]

2. Martin Luther King, Jr. Park
Substantive Review

Keeper

Bruce M. Douglas 3/30/82

Attest

3. Cazenovia Park-South Park System
Substantive Review

Keeper

Bruce M. Douglas 3/30/82

Attest

4. Riverside Park
Substantive Review

Keeper

Bruce M. Douglas 3/30/82

Attest

5. Parkside East Historic District
Substantive Review

for Keeper

Leticia Andrews 10/17/80

Attest

Betty L. Savage 10/17/80

6. Parkside West Historic District
Substantive Review

for Keeper

William B. Buckley 12/10/80

Attest

Betty L. Savage 12/10/80

7.

Keeper

Attest

8.

Keeper

Attest

9.

Keeper

Attest

10.

Keeper

Attest

Multiple Resource Area
Thematic Group

dnr-11

Name OLMSTED PARK AND PARKWAY SYSTEM THEMATIC RESOURCES

2 p2

State NY Erie County

Nomination	Type of Review	Decision to include in <i>National Register</i>
1. Bidwell Parkway	Substantive Review	
2. Cazenovia Park	Substantive Review	
3. Chapin Parkway	Substantive Review	
4. Colonial Circle	Substantive Review	
5. Columbus Park	Substantive Review	
6. Delaware Park	Substantive Review	
7. Ferry Circle	Substantive Review	
8. Front, The	Substantive Review	
9. Gates Circle	Substantive Review	
10. Heacock Place	Substantive Review	
11. King, Martin Luther, Jr., Park	Substantive Review	
12. Lincoln Parkway	Substantive Review	
13. McClellan Circle	Substantive Review	
14. McKinley Circle	Substantive Review	
15. Porter Avenue	Substantive Review	
16. Red Jacket Parkway	Substantive Review	
17. Richmond Avenue	Substantive Review	
18. Riverside Park	Substantive Review	
19. Soldier's Place	Substantive Review	
20. South Park	Substantive Review	
21. Symphony Circle	Substantive Review	
22. McKinley Parkway	Substantive Review	
23.	-	
24.	-	