

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

1. LANDSCAPE NAME

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

2. LOCATION

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

3. OWNER OF PROPERTY

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

4. LANDSCAPE TYPE

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

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

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

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

7. REPRESENTATION IN OTHER SURVEYS

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

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

8. CULTURAL/HISTORIC INFORMATION

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

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

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

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

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

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

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

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

#### **Chronology:**

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

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

A resolution adopted to grade Thirty-Fifth Street.

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

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

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

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

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## 9. EXISTING CONDITIONS

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

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

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

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

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## 10. INTEGRITY/AUTHENTICITY

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

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

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

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

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

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

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## 11. SIGNIFICANCE

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|---|--|
| <input checked="" type="checkbox"/> Historic Association with Prominent Person(s)/Group(s)/Event(s) |  |
| <input checked="" type="checkbox"/> Historic Significance in Landscape Design/Planning              |  |
| <input checked="" type="checkbox"/> Work of Recognized Master Designer(s)/Planner(s)/Builder(s)     |  |
| <input type="checkbox"/> Cultural Significance  | <input type="checkbox"/> Important Landmark                    |
| <input type="checkbox"/> Important Artistic Statement   | <input type="checkbox"/> Unique Regional Expression            |
| <input type="checkbox"/> Use of Unique Materials  | <input type="checkbox"/> Example of Fine Craftsmanship         |
| <input checked="" type="checkbox"/> Example of Particular Style                                     | <input checked="" type="checkbox"/> Example of Particular Type |
| <input checked="" type="checkbox"/> Example of Particular Time                                      | <input type="checkbox"/> Example of Time Sequence              |
| <input type="checkbox"/> Other Verifiable Quality(ies):   |  |
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**Statement of Significance:** Armour Boulevard is exceptionally significant in the areas of landscape architecture, and community planning and transportation.

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

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

good residential sections."

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## 12. INFORMATION SOURCES

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### **Bibliography:**

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

Kansas City Journal Post. September 23, 1928

Kansas City Star. August 9, 1931

Kansas City Times. November 25, 1926

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

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## 13. FORM PREPARATION

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

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

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**State:** New York

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**Date:** 3/91





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

1. LANDSCAPE NAME

Historic: Gillham Road  
Common/Current: Gillham Road

2. LOCATION

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

3. OWNER OF PROPERTY

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

4. LANDSCAPE TYPE

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

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

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

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

7. REPRESENTATION IN OTHER SURVEYS

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

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

8. CULTURAL/HISTORIC INFORMATION



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **Chronology:**

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

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

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

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**9. EXISTING CONDITIONS**

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

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

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

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

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

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

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

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

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

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

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#### 10. INTEGRITY/AUTHENTICITY

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

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

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

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

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

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

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

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

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

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

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

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

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

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## 11. SIGNIFICANCE

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

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

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

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

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



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

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## **12. INFORMATION SOURCES**

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### **Bibliography:**

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Hubbard, Nolen. Parkways and Land Values. Cambridge, MA: Harvard University Press, 1973.

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

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

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## **13. FORM PREPARATION**

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**Name(s):** Tourbier & Walmsley, Inc. (with Architectural and Art  
Historical research, Theis Doolittle Associates, Inc.)  
**Street Address:** 30 West 22nd Street  
**City/Town:** New York      **State:** New York      **Zip Code:** 10010  
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**1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
F49 SANTA FE TRAIL MARKER, GILLHAM ROAD AND 38TH STREET**

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

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

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

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

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

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

**Bibliography:**

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



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

1921



1921



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

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

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

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

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

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

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

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

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

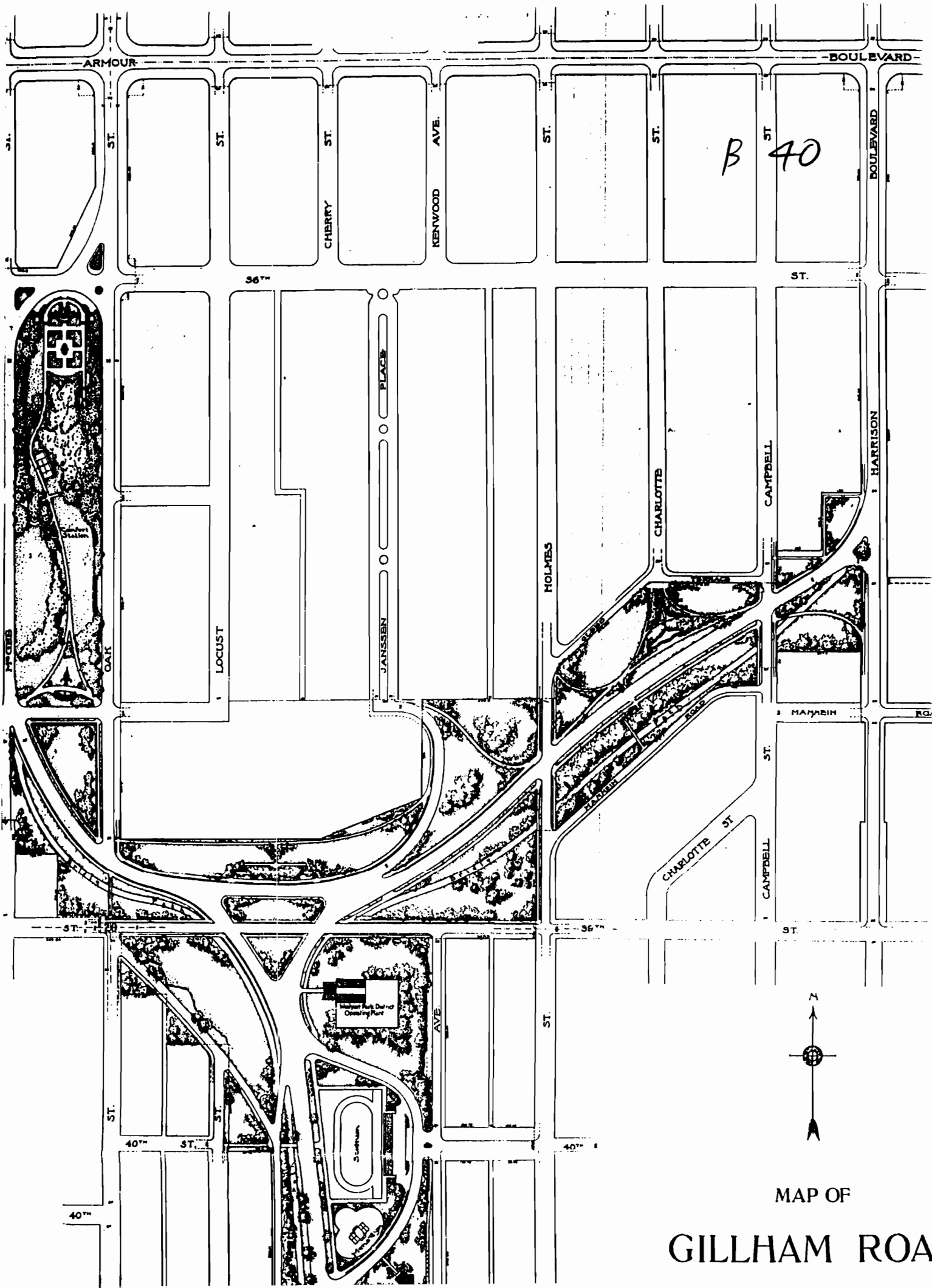
**Bibliography:**

Board of Park Commissioners. Annual Report, 1908.

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

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

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



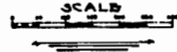
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MAP OF

GILLHAM ROAD

# GILLHAM ROA

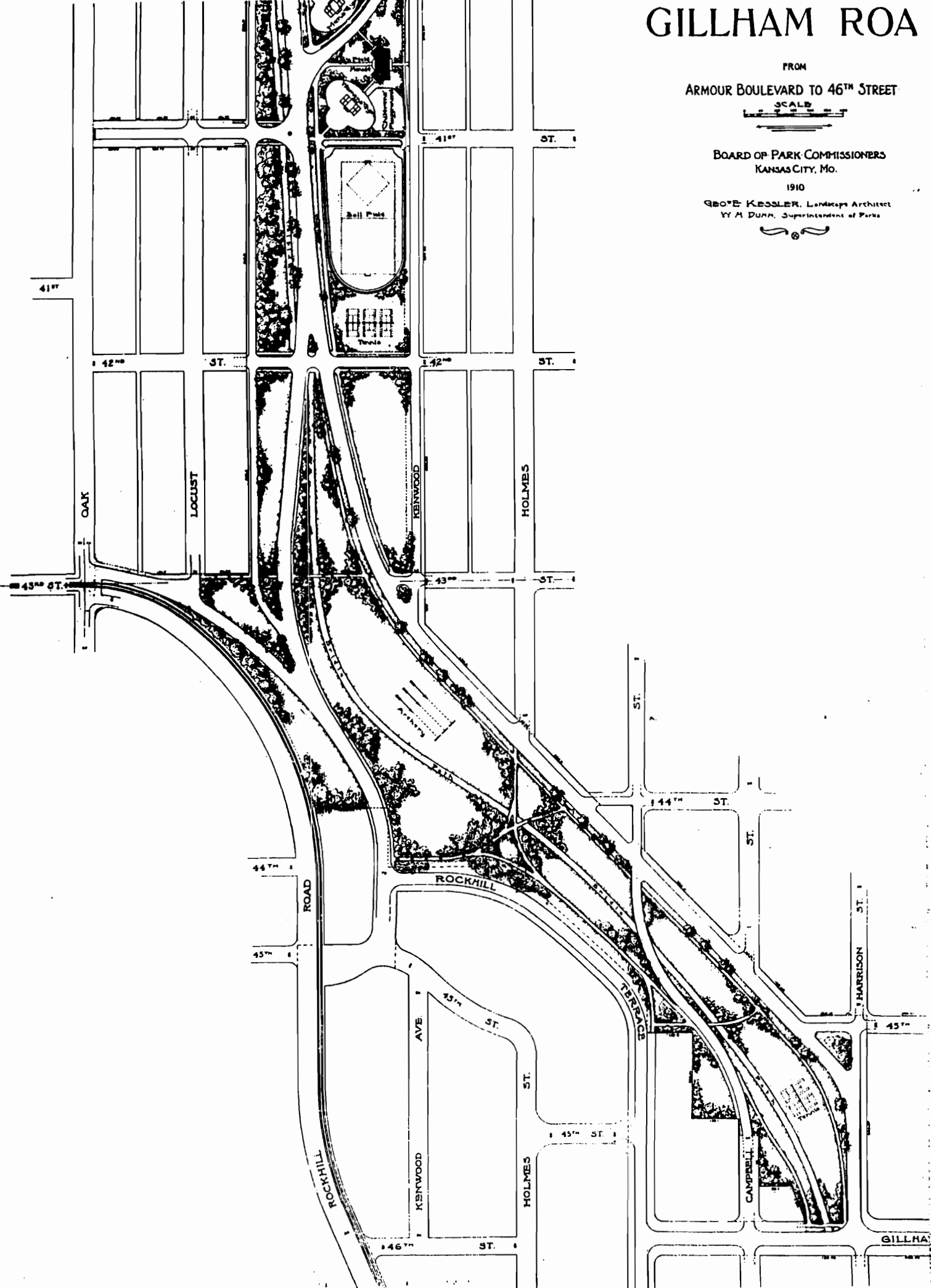
FROM  
ARMOUR BOULEVARD TO 46<sup>TH</sup> STREET



BOARD OF PARK COMMISSIONERS  
KANSAS CITY, Mo.

1910

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





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

1. LANDSCAPE NAME

Historic: Harrison Street  
 Common/Current: Harrison Boulevard

2. LOCATION

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

3. OWNER OF PROPERTY

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

4. LANDSCAPE TYPE

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

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

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

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

7. REPRESENTATION IN OTHER SURVEYS

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

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

8. CULTURAL/HISTORIC INFORMATION

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

George E. Kessler, landscape architect

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

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): Unknown

Client/Community Leader Name(s): NA

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

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

**Chronology:**

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

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**9. EXISTING CONDITIONS**

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

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

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

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## 10. INTEGRITY/AUTHENTICITY

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

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

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

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

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## 11. SIGNIFICANCE

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

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

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



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

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

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## 12. INFORMATION SOURCES

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### Bibliography:

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

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

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## 13. FORM PREPARATION

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

Street Address: 30 West 22nd Street

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State: New York

Zip Code: 10010

Phone: (212) 243-7478

Fax: (212) 243-7592

Date: 3/91





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

1. LANDSCAPE NAME

Historic: Linwood Boulevard  
 Common/Current: Linwood Boulevard

2. LOCATION

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

3. OWNER OF PROPERTY

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

4. LANDSCAPE TYPE

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

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

5. LANDSCAPE STATUS

Preservation Status: NA

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

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

7. REPRESENTATION IN OTHER SURVEYS

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

Title of Survey and Depository of Records: NA

8. CULTURAL/HISTORIC INFORMATION

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

Kessler, landscape architect

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

Gardener/Horticulturalist Name(s): Unknown

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

Client/Community Leader Name(s): NA

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

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

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

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

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

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

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

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

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

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

**Chronology:**

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

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**9. EXISTING CONDITIONS**

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

**Existing Conditions:** Linwood Boulevard is a major west to east traffic artery, the second major crosstown link besides Independence Boulevard further north. Throughout its length, the boulevard rises and dips with gentle undulations and mostly straight alignments. At the west end

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

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

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

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

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#### 10. INTEGRITY/AUTHENTICITY

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

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

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

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

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

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

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

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## 11. SIGNIFICANCE

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

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

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



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

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

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

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## 12. INFORMATION SOURCES

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### Bibliography:

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June 18, 1919.  
October 23, 1920.  
August 18, 1921.  
July 26, 1925.  
February 11, 1926.  
May 13, 1926.  
April 2, 1927.  
  
April 29, 1929.

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## 13. FORM PREPARATION

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



V-387





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

1. LANDSCAPE NAME

Historic: Manheim Road  
Common/Current: Manheim Road

2. LOCATION

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

3. OWNER OF PROPERTY

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

4. LANDSCAPE TYPE

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

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

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

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

7. REPRESENTATION IN OTHER SURVEYS

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

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

8. CULTURAL/HISTORIC INFORMATION

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

Property

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

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): NA

Client/Community Leader Name(s): NA

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

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

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

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

Chronology:

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

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

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

9. EXISTING CONDITIONS

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

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

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

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

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#### 10. INTEGRITY/AUTHENTICITY

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

---

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

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

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

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

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

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

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**11. SIGNIFICANCE**

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

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

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

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

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

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**12. INFORMATION SOURCES**

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**Bibliography:**

Board Of Park Commissioners. Annual Report, 1909.

Kansas City Times. April 14, 1910.

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**13. FORM PREPARATION**

---

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





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
B52 ROCKHILL ROAD

1. LANDSCAPE NAME

Historic: Rockhill Road  
Common/Current: Rockhill Road

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 36.99      Length (Miles): 3.71

3. OWNER OF PROPERTY

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

4. LANDSCAPE TYPE

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

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

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From Forty-fifth Street south to Gregory Boulevard (Seventy-first Street).

7. REPRESENTATION IN OTHER SURVEYS

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

Title of Survey and Depository of Records: Rockhill Neighborhood Survey, Landmarks Commission, Kansas City, MO

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): William Rockhill

Nelson; park staff

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

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

**Builder/Engineer Name(s):** William R. Nelson; Tuttle & Pike; J.O. West; McTernin-Halpin

**Client/Community Leader Name(s):** J.O. West; Krogsdale Construction Company

**Date(s) of Construction:** 1909, 1911, 1913, 1924, acquisitions; 1900-1901, 1911-1922, construction; 1966, alterations

**Historical/Cultural Context:** Rockhill Road was developed as a connection to Gillham Road and as a route to Swope Park via Meyer Boulevard. Stretching from Forty-fifth Street and Oak Street past the Nelson-Atkins Museum of Art and the Rockhill Tennis Club south to Gregory Boulevard, a portion of Rockhill Road was a gift to the Board of Park Commissioners in July 1911. That year William R. and Ida H. Nelson deeded land from Fifty-fifth to Fifty-ninth Streets to the Board for use as a boulevard. The area from Forty-fifth Street south to Brush Creek Boulevard, which previously had been developed by Nelson, was purchased by the Board in 1909. This section of Rockhill is to the west of Nelson's residential development, the Rockhill District.

In 1900 and 1901 Nelson had again promoted and further developed his Rockhill residential district when "he built Rockhill Road through it at his own expense and thoughtfully provided a street for the street railways to extend their lines through his development." In addition, Nelson constructed an arched limestone bridge at Brush Creek, designed by Louis S. Curtiss, which was later replaced.

The same year the Nelsons made their donation, the Board also acquired that portion of Rockhill from Brush Creek to Fifty-fifth Street. Then in 1913, the Board acquired through ordinance that portion of Rockhill from Fifty-ninth Street to Meyer Boulevard. In 1924, Rockhill was extended to Gregory Boulevard.

#### **Chronology:**

1900: The "Nelson Bridge", a double arch stone horse and buggy bridge over Brush Creek at Rockhill Road, was built. Designed by Louis Curtiss, the bridge was engineered by Tuttle and Pike. This bridge, said to be the first stone bridge in Jackson County, was included in Nelson's gift of land to the city. The bridge was fifty feet wide with two arches spanning thirty-five feet each, resting on a central pier ten feet thick.

1909: A recommendation to place Rockhill Road under control of the Board of Park Commissioners.

1911: A resolution authorizing Colonel William Rockhill Nelson to

proceed with the construction of curbing of Rockhill from Fifty-first to Fifty-fifth Streets.

William R. and Ida H. Nelson deed land from Fifty-fifth to Fifty-ninth Streets to the Board for park and boulevard purposes.

The section of Rockhill from Forty-fifth to Fifty-ninth Streets improved by property owners under private contract.

- 1915: A contract for grading Rockhill Road from Fifty-ninth to Meyer Boulevard awarded to J.O. West.
- 1919: A contract for paving awarded to McTernan-Halpin.
- 1921: The annulment of paving contract.
- 1922: Paving of Rockhill Road, Fifty-ninth Street to Meyer Boulevard complete.
- 1924: A resolution adopted to extend Rockhill Road to Seventy-first Street (Gregory Boulevard).
- 1931: A quit claim deed from J.C. Nichols Investment Company for land necessary to change alignment of Rockhill Road from Oak Street to Holmes Road.
- 1966: Plans approved to reconstruct two sections of Rockhill Road: between Forty-fifth Street and Volker Boulevard; Fifty-second and Sixty-third Streets. Forty-fifth Street to Volker Boulevard will be divided by a median strip with two twenty four foot roadways. The Fifty-second to Sixty-third Street sections will be an undivided forty-four foot roadway. The Rockhill Road Bridge will be widened to forty-six feet and a pedestrian bridge will parallel it. Contract to do above work awarded to Krogsdale Construction Company.

The "Nelson Bridge" was altered. The sidewalks of the bridge were paved-over, permitting four lanes of automobile traffic. A cement footbridge was constructed alongside the reconstructed bridge.

1990-: The Rockhill Bridge is again, being reconstructed.

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**9. EXISTING CONDITIONS**

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

**Existing Conditions:** Rockhill Road has been considerably modified, at

the northern end by traffic improvements from Forty-fifth Street to Volker Boulevard and by the University of Missouri at Kansas City expansion from Volker Boulevard to Fifty-second Street. The former is a four-lane divided roadway with narrow median, curving around the north and east sides of the Nelson Atkins Museum and crossing the Brush Creek Valley. The latter passes through the eastern part of the academic campus.

From Fifty-second Street south to Meyer Boulevard, the roadway is an undivided forty-four to forty-six feet wide with ten feet wide grass verges planted with lindens to Fifty-sixth Street, sweetgums to Sixty-third Street and lindens again to Meyer Boulevard. This section is straight and level, running due north to south. There are five to six foot sidewalks on both sides. The street trees are mostly mature, having attained a height of forty feet or upwards. The entire district south of the university is residential with the exception of the Sixty-third Street end which has been converted for commercial uses.

The southern section from Meyer to Gregory Boulevards follows an irregularly curving southwesterly alignment with large maples lining both sides and changing prospects of residential front lawns and plantings.

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**10. INTEGRITY/AUTHENTICITY**

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

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**Statement of Integrity:** Rockhill Road retains its integrity of location; in most parts, much of its design, setting, feeling and association. In a few parts, it has lost most of its design, setting, feeling and association. Materials and workmanship have been changed.

The property boundaries of Rockhill Road are those acquired in the period 1909 to 1924: 100 feet wide south to Forty-eighth Street, eighty feet wide thereafter. The design of the northern section built by Nelson (from Forty-fifth Street to Volker Boulevard, including the "Nelson Bridge" over Brush Creek) was changed when it became a divided section in 1966 and the bridge widened to forty-six feet. The rest of the design (from Volker Boulevard south) built by the park staff was modified through its midsection in 1966 (widened to forty feet from thirty-six feet, from Fifty-second to Sixty-third Streets), but the basic parkway character and scale was retained. The design of the southerly section (from Meyer to Gregory Boulevards) has not been altered.

Throughout much of the mid- and south sections, the residential setting still prevails; only at the University of Missouri at Kansas City's campus at the north end of the midsection have institutional grounds replaced lots; and around Meyer Boulevard between the two sections of boulevard, retail commercial and parking areas occupy boulevard

frontages. Where the original design and setting survives, it is still possible to have a feeling of past time and place, and to recall the association with the historic Parks and Boulevards Plan, less so through Kessler than through the redoubtable editor William Rockhill Nelson who actually built the northern section in conjunction with his home, Oak Hall, prior to the Park Board's purchase.

New materials and workmanship have changed this northern section since Nelson's time; but the rest of the boulevard, has basically adhered to the original parkway image and intent.

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## 11. SIGNIFICANCE

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

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**Statement of Significance:** Apart from the northern section and the Meyer Boulevard intersection, the larger part of Rockhill Road is highly significant as landscape architecture and in community planning.

In landscape architecture, about three miles out of Rockhill Road's 3 3/4 mile length survives, making it one of the longer, narrower boulevards in the system: the northerly midsection running north/south with the grid and the southerly section winding irregularly through it. Rockhill Road is linked with William Rockhill Nelson who championed the cause of parks, promoted the neighborhood in which he lived and which was named after him, co-founded the Nelson-Atkins Museum of Art and first bridged Brush Creek, paving the way for the boulevard's southern extension.

In community planning, Rockhill Road has served neighborhoods on either side through much of its length; although not designed by Kessler, it has nevertheless demonstrated Kessler's belief in the boulevard as an extended parkway having a focus and centering effect and being a stabilizing and unifying influence on local communities.

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## 12. INFORMATION SOURCES

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### Bibliography:

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

Kansas City Star. April 22, 1900.  
December 15, 1911.  
December 20, 1911.  
July 26, 1966.

November 23, 1968.

Kansas City Times. March 31, 1966.

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

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**13. FORM PREPARATION**

---

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

Street Address: 30 West 22nd Street

City/Town: New York

State: New York

Zip Code: 10010

Phone: (212) 243-7478

Fax: (212) 243-7592

Date: 3/91





1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
 B53 ROCKHILL TERRACE

1. LANDSCAPE NAME

Historic: Rockhill Terrace  
 Common/Current: Rockhill Terrace

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
 Area (Acres): 2.74      Length (Miles): 0.28

3. OWNER OF PROPERTY

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

4. LANDSCAPE TYPE

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

Brief Description of Type: Rockhill Terrace is classified as a street by the Board of Parks and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: NA

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary: From Brush Creek Boulevard north and west to West Gillham Road.

7. REPRESENTATION IN OTHER SURVEYS

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

Title of Survey and Depository of Records: Rockhill Neighborhood Survey, Landmarks Commission, Kansas City, MO

8. CULTURAL/HISTORIC INFORMATION

Original Landscape Architect/Designer/Planner Name(s): Rockhill Realty

and Improvement Company

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

Gardener/Horticulturalist Name(s): Unknown

Builder/Engineer Name(s): William Rockhill Nelson

Client/Community Leader Name(s): NA

Date(s) of Construction: 1911, acquisition; 1909, construction

Historical/Cultural Context: Rockhill Terrace, like sections of Warwick Boulevard and Rockhill Road, was built at private expense on private ground. Stretching from Brush Creek Boulevard north to Forty-Fifth Street and west to West Gillham Road, Rockhill Terrace was graded and improved in 1909 by the Rockhill Realty and Improvement Company, owned by William Rockhill Nelson. This road was built by Nelson to provide access to his Rockhill residential development on acreage "mostly east and south" of his mansion, Oak Hall.

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**9. EXISTING CONDITIONS**

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

Existing Conditions: Rockhill Terrace is a short residential street in a right of way typically 80 feet wide overlooking the Gillham Road reservation. It runs through the northeast part of the Rockhill neighborhood.

The roadway cross section is 30 feet wide throughout with 8 feet wide grass verges and 4 feet wide sidewalks on both sides through the southern third, and on the south side only through the northern two thirds next to Gillham Road park. At two locations, sets of stairs descend to the park. Street trees are predominantly Northern Red Oak.

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**10. INTEGRITY/AUTHENTICITY**

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

Statement of Integrity: Rockhill Terrace retains its integrity of location; much of its setting, feeling and association; and some of its integrity of design. Materials and workmanship have been renewed.

Its property boundaries have not changed since its construction by

Nelson's Rockhill Realty and Improvement Company (1909) and subsequent purchase. Its setting as a minor residential street, in a standard eighty feet right-of-way, crescent-shaped in the northeast section of the historic Rockhill neighborhood promoted and built by Nelson, and overlooking Gillham Road Park is still much the same as when it was built (the Rockhill neighborhood has been designated a local historic district by the Kansas City, MO Landmarks Commission). This stretch of Gillham Road Park was established by Kessler's 1910 South Gillham Plan. Consequently, the feeling of the past and the association with two great figures of the Parks and Boulevard Plan (Kessler and Nelson) are both clearly expressed.

The design has no special or unique qualities; nor does it have great trees, such as portions of Rockhill Road (see B52) or Warwick Boulevard (see B60), also built by Nelson at his expense and subsequently absorbed into the system. The view overlooking South Gillham Park is obscured by undergrowth but could easily be retrieved with selective clearing.

The introduction of newer materials and workmanship has not affected the basic layout and image of a residential enclave next to a park.

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## 11. SIGNIFICANCE

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

**Statement of Significance:** Rockhill Terrace has some significance in the areas of landscape architecture and community planning.

In landscape architecture, it is a representative residential boulevard linked to William Rockhill Nelson through its neighborhood and George E. Kessler through his South Gillham Plan. However, Rockhill Terrace is short and not particularly distinctive.

In community planning, it is a characteristic example of housing on a frontage road overlooking a park, a favored Kessler arrangement which also produced sound real estate values. The neighborhood, in this case, Rockhill, prospered and through its landmarked status today is preserved as a small historic enclave of which Rockhill Terrace is a part.

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## 12. INFORMATION SOURCES

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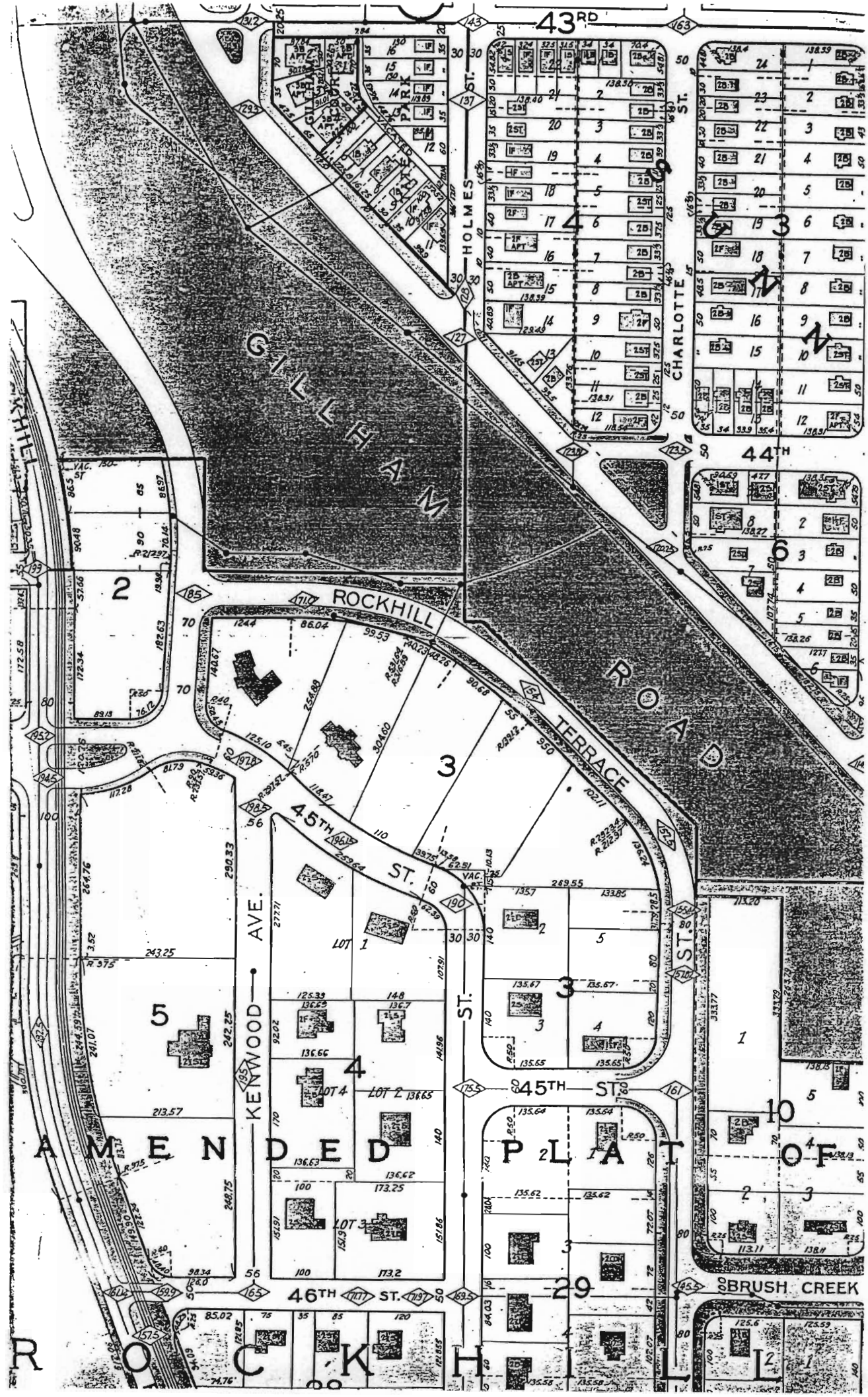
Columbia: University of Missouri Press, 1964.

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**13. FORM PREPARATION**

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



AMENDED PLAT

GILLEHAM ROAD

43RD

44TH

ROCKHILL TERRACE

45TH ST.

45TH ST.

46TH ST.

BRUSH CREEK

KENWOOD AVE.

KHILL

R

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1990-1991 KANSAS CITY, MISSOURI, HISTORIC SURVEY OF PARKS AND BOULEVARDS  
P14 HYDE PARK

1. LANDSCAPE NAME

Historic: Hyde Park  
Common/Current: Hyde Park

2. LOCATION

City/Town: Kansas City      County: Jackson      State: Missouri  
Area (Acres): 0.35      Length (Miles):

3. OWNER OF PROPERTY

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

4. LANDSCAPE TYPE

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

Brief Description of Type: Hyde Park is classified as a neighborhood park by the Board of Park and Recreation Commissioners.

5. LANDSCAPE STATUS

Preservation Status: No changes anticipated.

6. PROPERTY ADDRESS AND BOUNDARY INFORMATION

Specific location, streets and features comprising the boundary:  
Between the northbound and southbound segments of Gillham Road, divided in this section between Thirty-sixth and Thirty-eighth Streets.

7. REPRESENTATION IN OTHER SURVEYS

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

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

8. CULTURAL/HISTORIC INFORMATION

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

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

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

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

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

**Date(s) of Construction:** 1887-88, construction; 1902, acquisition

**Historic/Cultural Context:** Hyde Park lies in a small valley between the east and west roadways of Gillham Road (originally Oak Street and McGee Trafficway) from Thirty-sixth to Thirty-eighth Streets. It was designed originally as a private enterprise project in 1887-88. In the late 1880s a syndicate was formed and forty acres of land were purchased for residential development which included this small valley. The forty acres were subdivided into city lots and soon became a new high-priced residential section of the Town of Westport.

The narrow, two block long patch of ground, with steep slopes and limestone outcroppings, now Hyde Park, was located in the midst of this new development. Nearby property owners and real estate investors feared that this "undesirable" land would become an area for cheap shacks, bringing down the value of neighboring property.

Several owners got together and purchased the "undesirable" land in 1887 and it was "turned over to Kessler" in the same year to prepare a plan for the land which would protect the entire neighborhood. Kessler transformed the ravine and slopes into a two block narrow park. He preserved its natural features - limestone outcroppings and trees. He laid out walks, planted shrubbery, furnished seating and most importantly built a road encircling the edge of the park. He encouraged home builders to front their homes on the park. The result was that the frontages on Hyde Park were purchased quickly and were especially attractive sites for new homes. Kessler's concepts displayed in Hyde Park were later transferred to the Kansas City park system.

Eventually, Hyde Park became the Hyde Park Country Club, the predecessor to the Kansas City Country Club. The club was organized in 1896 and began as a neighborhood club for Kansas City families who lived around Hyde Park. Tennis courts, croquet and archery grounds were maintained by the club in Hyde Park. In January 1902, Hyde Park was acquired by the Park Board as part of a condemnation for Gillham Road.

**Chronology:**

1899: C.J. Hubbard offered property between Thirty-sixth and Thirty-eighth Streets, McGee and Oak Streets for park purposes.

1905: Swings on the brow of the hill in the park were moved.



- 1906: Four pressure gasoline lamps were purchased for the park.
- 1907: A comfort station near Thirty-seventh Street was built in the park at a cost of approximately \$2,300.00. In addition the south end of the park was graded and seeded. Surplus trees from the park were transplanted to Harrison Boulevard.
- 1911: Communication from Elmer William concerning the erection of a stone wall on the north side of Gillham Road east of McGee Street.
- 1914: Studies for an ornamental terrace, fountain and steps were approved as a feature for the north end of the park. The estimated cost was \$20,000. The plan never materialized due to the lack of money.
- 1915: A survey was made in Hyde Park by A.E. Shirling, a Kansas City naturalist, showing that the park contained sixty one varieties of American trees.
- 1980s: Comfort station removed, improvements made including rebuilding tennis courts.
- 1989: Rebuilt stonewall on north end.

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## 9. EXISTING CONDITIONS

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

**Existing Conditions:** Hyde Park is a narrow south-facing valley with steep north, east and west sides. A limestone retaining wall on the north side includes two sets of stairs that lead down to two tennis courts. A four feet wide sidewalk winds through the center of the park to a play area at the south end. Groups of large shade trees clad the slopes and enclose the park on three sides.

The park's favored beginnings and historic development as a country club is apparent in its integrated plan for the neighborhood and park, the striking topography, the collection of mature trees and the high level of upkeep.

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## 10. INTEGRITY/AUTHENTICITY

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

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**Statement of Significance:** Hyde Park has retained its integrity of location, design, setting, materials, workmanship, feeling and association.

Its **property boundaries** go back to 1887, preceding the Parks and Boulevards Plan by six years. Its **design** as a valley park encircled by a road with properties fronting the park is still intact and remarkably complete: the steep side-slopes befitting a former ravine, the winding walks through it and the rich collection of trees.

Original **materials** and **workmanship** survive in the limestone retaining walls and stairs accessing tennis courts at the north end which still exist in their original location. Walls and stairs have been well maintained over the years. The length and height of the walls make them an important feature of the design. Their construction is a fine example of a Kessler and Kansas City tradition of stonework (seen in other parks of the period, e.g. Observation, Roanoke and Southmoreland Parks).

A good number of trees are likely original and together with the groundform and other built elements, preserve much of the **setting** of the early park: the character of a closed-in valley, the narrowly interlocking sequence of spaces as one moves through it, and the scenic quality of forest trees in groups cladding its side slopes.

The change from country club to neighborhood park in 1897 (involving the relocation of the building to Loose Park) and its incorporation into the Gillham Road right-of-way in 1902 were accomplished without loss to the park's character or composition. Consequently, the **feeling** it communicates of an earlier time and place is especially strong. Its **association** with Kessler, August Meyer (who became the first President of the Park's Board) and the beginnings of the Kansas City, MO parks system is a very important link which has endured through an uninterrupted history of over one hundred years.

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## 11. SIGNIFICANCE

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

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**Statement of Significance:** Hyde Park has exceptional significance in the area of landscape architecture and community planning.

In **landscape architecture**, it is the first of several Kessler designed valley parks anchoring residential neighborhoods which has survived essentially unchanged (another being Southmoreland Park, P23). It is a complete demonstration of how a piece of "difficult" land was

transformed through design into an asset that not only made the neighborhood highly desirable and raised property values, but provided a recreational resource to the community that continues to fully function in this capacity after a century of use.

In **community planning**, Hyde Park is an important housing prototype for Kansas City and is referred to nationally as a successful example of a park serving as a social center for the homeowners living around it. When this relationship was formalized as the Hyde Park Country Club (which was the predecessor of the Kansas City Country Club), Hyde Park played a formative role in Kansas City's social history.

When the park was absorbed into the Gillham Road right-of-way, it became one of the "chain of parks" that Kessler liked to incorporate into his major boulevards. The form that Hyde Park took was dictated by the terrain. It shows how a boulevard can divide around a wide median to preserve an important natural feature and create a significant social amenity.

Finally, Hyde Park is especially significant for bringing Kessler and August Meyer together and establishing the relationship between Kessler and the first Park Board chaired by Meyer, out of which came the 1893 Plan for the park system.

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## 12. INFORMATION SOURCES

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

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## 13. FORM PREPARATION

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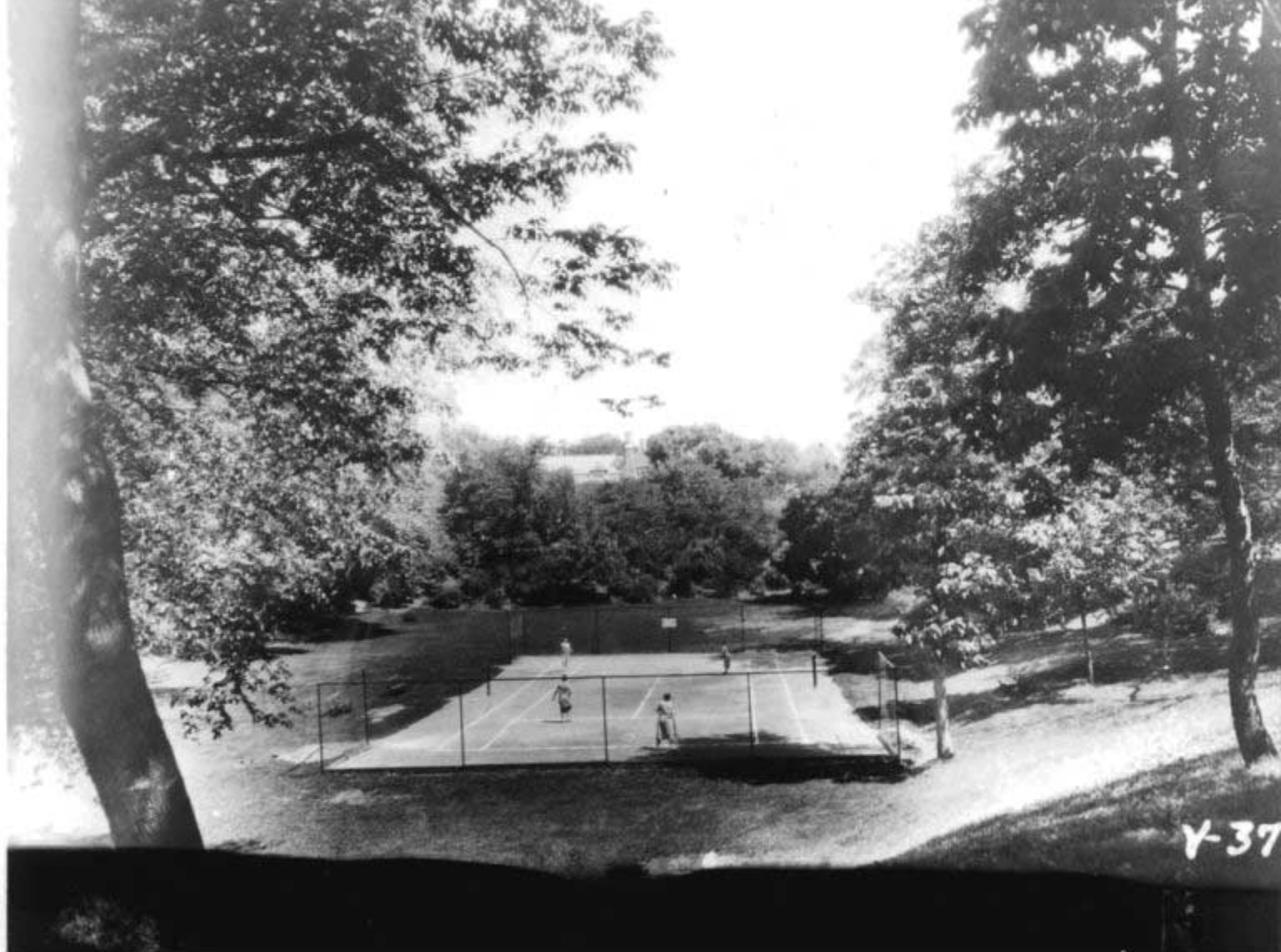
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**Date:** 3/91



Y-37