

**AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS: HISTORIC LANDSCAPES SURVEY  
NATIONAL SURVEY FORM**

**1. LANDSCAPE NAME**

Historic: Bartlett Park  
Common/Current: Bartlett Park

**2. LOCATION**

USGS Quadrangle: Acreage: 24  
City/Town: St. Joseph County: Buchanan  
Zip Code: State: Missouri  
Congressional District: 6th UTM Coordinates:

**3. OWNER OF PROPERTY** If group or government agency give contact person.

Name/Contact Person: Parks & Recreation Department Phone: 816/271-5500  
Bill McKinney, Director.  
Street Address: 100 Krug Park Castle  
City/Town: St. Joseph State: MO Zip Code: 64056

**4. LANDSCAPE TYPE** Check all that apply.

<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> Garden	<input type="checkbox"/> Commemorative	<input type="checkbox"/> Institution
<input type="checkbox"/> Residence	<input type="checkbox"/> Botanical	<input type="checkbox"/> Rural	<input type="checkbox"/> Streetscape
<input type="checkbox"/> Estate	garden	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> City/Town
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input type="checkbox"/> Square/Commons	<input type="checkbox"/> Settlement
<input type="checkbox"/> Battlefield	<input type="checkbox"/> Cemetery	<input checked="" type="checkbox"/> Park system	<input type="checkbox"/> Enclave
<input type="checkbox"/> Fort	<input type="checkbox"/> Monument	<input type="checkbox"/> Water feature	
<input type="checkbox"/> Ceremonial	grounds	<input type="checkbox"/> Farm	
<input type="checkbox"/> Other:			

Brief description of type:

**5. LANDSCAPE STATUS** Check and describe as required.

Ownership:	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Other
Access:	<input checked="" type="checkbox"/> Unrestricted	<input type="checkbox"/> Restricted	<input type="checkbox"/> No access
Status:	<input checked="" type="checkbox"/> Safe	<input type="checkbox"/> Endangered	<input type="checkbox"/> Action Needed
		<input type="checkbox"/> Preservation Undertaken	

Further Information:

**6. LANDSCAPE ADDRESS AND BOUNDARY INFORMATION**

Specific location, streets and features comprising the boundary.

It is bounded approximately by Renick on the north, 32nd Street on the east, Duncan on the south, and 30th Street on the west.

Repository of Legal Description, Courthouse/Registry of Deeds:

Recorder of Deeds, Buchanan County Courthouse

Contact Person:

Street Address: 505 Faraon Street

City/Town: St. Joseph

State: Missouri

Zip Code: 64501

Phone: 816/271-1437

**7. REPRESENTATION IN OTHER SURVEYS** Check and give Details.

National Register

National Landmark

State Designation

Local Designation

Other

Title of Survey:

Depository of Survey Records:

In 1971, the St. Joseph parks system was designated a local historic landmark by the St. Joseph Landmark Commission. No records can be found in the Community Development Department of that designation. In 1971, the designation carried no restrictions and was strictly honorific.

**8. HISTORIC INFORMATION** Check, circle and complete.

- Original Landscape Architect/Designer/Planner/Creator Name(s)  
 Alteration or Addition Landscape Arch/Designer/Planner/Creator Name(s)  
 Gardener/Horticulturist Name(s)  
 Builder/Engineer Name(s)  
 Client/Community Leader Name(s)  
 Date(s) of Construction: See chronological outline below.

**BRIEF CHRONOLOGY:** Indicate pertinent facts about construction, subsequent changes, events, notable occurrences; include social and cultural factors.

### CHRONOLOGICAL OUTLINE

- 1908 Twenty acres donated by Bartlett Brothers Investment Company.
- 1910 Charles Mulford Robinson recommends expanding the park north one block to Mitchell Avenue.  
  
The Park Department spends over \$6000.00 on park improvements.
- 1911 The Park Department spends over \$4300.00 on park improvements.
- 1912 George Kessler recommends expanding the park to 40 acres. Those plans eventually fall through.  
  
The Park Department spends approximately \$4000.00 on park improvements.
- 1921 Condemnation proceedings acquire another four acres between Monterey and Duncan.

### NARRATIVE

Bartlett Park was owned by the City of St. Joseph before plans for a city-wide park system were made. The majority of the park was donated by the Bartlett Brothers Investment Company in 1908. Although recommendations were later made for acquiring more land so that the park would nearly double in size, only an additional four acres were purchased in 1921 through condemnation.

When Charles Mulford Robinson presented his plan for a parks system to the Ad Club of St. Joseph, some construction had begun in Bartlett, but it was still uncompleted. The drive through the park at that time contained what Robinson felt to be "some dangerously sharp curves". The open meadow on the crest contained a storage room and "comfort station". It was his recommendation that these be moved to the east. Overall though, he felt Bartlett Park to be "extremely well planned."

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

Along with Krug Park, Bartlett was to be in Robinson's "outer zone" of larger pleasure grounds. Like Krug though, he felt that the existing size of twenty acres was too small for the future needs of the city. He recommended extending the park to the north one block to Mitchell Avenue. At that time, all of the land was vacant, a condition which Robinson did not expect to continue given Mitchell Avenue's future importance in the city street system.

By the time George Kessler presented his report to the Board of Park Commissioners in 1912, court proceedings had already begun for the enlargement of Bartlett Park. Along with the acquisition of Prospect Park and starting on Noyes Boulevard, it was felt that expanding Bartlett Park would help the public realize the benefits of the park system at an early date, thereby garnering support for the system. Unfortunately, there was such a reaction against Prospect Park that the plans for expanding Bartlett fell through at this time. It was Kessler's feeling that the then existing Bartlett Park was "hardly of sufficient size for satisfactory use by the much greater population which will center in that region". He suggested acquiring unimproved tracts of ten acres each to the north and south, thereby increasing Bartlett to 40 acres. He recommended that the park would be used both for "pleasure and playground combined".

At the same time the city was trying to acquire more land for Bartlett Park, improvements to the existing property were begun. From 1910 to 1913, \$14,509.00 were spent on Bartlett Park. Specifics of what those funds were spent on were not found at this point.

George Burnap's plans from 1916 do not call for enlarging Bartlett Park, but a 1926 map does reflect the addition of the four acres from the 1921 condemnation proceedings. Burnap's idea for Bartlett was for it to serve as the horticultural or botanical park for the system, with provisions for floral displays. By 1921, several species of flowering shrubs were planted, as well as rows of Lombardy poplar and white birches. The plans called for the greenhouses at Krug Park to be moved to Bartlett as well.

Contradictory to this botanical theme for Bartlett is a newspaper article reporting on a former "massive concrete building" housing "lions and tigers generations ago". The building was purportedly located where a ball diamond is situated today, although additional information on this structure was not available.

**9. DESCRIPTION** Check and describe.

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/Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**EXISTING CONDITIONS:** Begin with overall description, then note specifics. Emphasize landscape features. Attach plan as appropriate. Include photographs of significant views and features with location and direction of view noted on plan.

Bartlett Park is a twenty-four acre tract located midway north & south in the park and boulevard system in St. Joseph. It is bounded by Renick on the north, 32nd Street on the east to Monterey, Monterey and Duncan on the south, and 30th Street on the west. The boundaries form a rectangle, with a five acre section missing out of the southeast corner.

Noyes Boulevard, the only "formal" boulevard in St. Joseph's system, leads to the main park entrance on the north. Bartlett Drive, the north/south curving drive through the park, connects Noyes Boulevard with Southwest Parkway on the south. At the north entrance, a stone retaining wall follows a portion of the curve on the east side of the drive. Behind the wall, to the east, the topography rises to a plateau on which a ball diamond and outbuilding are located (Photo B-3). From the ball diamond, the ground slopes down to the southeast corner of Monterey and 32nd Street. Several large deciduous trees are in this section of the park (Photo B-4).

West of Bartlett Drive to 30th Street (and north of Monterey) is a small, grassy valley (Photos B-2, B-5). Several mature evergreen and deciduous trees line Renick and 30th Street. A limestone outcropping follows 30th Street at the northwest corner of the park (Photo B-1).

The addition to Bartlett Park is from 30th Street east to just past Bartlett Drive between Monterey and Duncan. Off-street parking is provided along Monterey, 30th Street, and Duncan. The grassy area is fairly level, with a few deciduous trees scattered about. The primary feature in this section of the park is a large, modern playground complex (Photo B-6). A small restroom building is adjacent to the play area. A picnic shelter and picnic tables are also located here (Photo B-8).

A small section of the park lies east of Bartlett Drive between Monterey and Duncan. This consists of a grassy slope, with a line of flowering crab apple trees providing screening from the houses to the east (Photo B-7).

South of Duncan is a lighted ball field which is typically associated with Bartlett Park, but which actually is a part of Southwest Parkway (Photo B-9).

**10. HISTORIC LANDSCAPE INTEGRITY** Check and Describe.

<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input checked="" type="checkbox"/> Boundaries	<input type="checkbox"/> Use
<input type="checkbox"/> Spatial	<input checked="" type="checkbox"/> Topography	<input type="checkbox"/> Architectural	<input type="checkbox"/> Scenic
<input type="checkbox"/> Relationships	<input type="checkbox"/> Site	<input type="checkbox"/> Features	<input type="checkbox"/> Qualities
<input checked="" type="checkbox"/> Vegetation	<input type="checkbox"/> Furnishings	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Adjacent Factors

**STATEMENT OF INTEGRITY** Describe the degree to which the overall historic landscape and its significant features are present today in their historic form. Explain the categories of integrity noted above and any others that apply.

Bartlett Park retains its integrity in the areas marked on the survey form. As with all of the parks lacking their historic master plan however, it is impossible to determine whether it retains its integrity in one very important area - Design/plan.

There remain many mature examples of both deciduous and evergreen trees, thus Bartlett retains some integrity of historic vegetation. However, as it was to serve as the botanical park of the system, and historic photos do indicate flowering shrubs which are no longer extant, Bartlett does not retain complete integrity in this area.

The topography appears to remain much as it was from the historic period, with the probably exception of some minor grading which was done when the ball diamonds were installed. The property boundary remains as it was from 1921, and the present circulation system is represented on an overall parks system plan by George Burnap.

**11. SIGNIFICANCE** Check the reasons the landscape is historically important.

<input type="checkbox"/> Association w/ Person, Group, Event	<input type="checkbox"/> Fine Craftsmanship
<input type="checkbox"/> Work of Recognized Master	<input type="checkbox"/> Time Sequence
<input type="checkbox"/> Important Artistic Statement	<input checked="" type="checkbox"/> Important Landmark
<input type="checkbox"/> Unique Regional Expression	<input type="checkbox"/> Particular Type
<input type="checkbox"/> Unique Materials	<input type="checkbox"/> Particular Time
<input checked="" type="checkbox"/> Cultural Significance	<input type="checkbox"/> Other Verifiable quality
<input type="checkbox"/> Particular Style	
<input type="checkbox"/> Historic Significance in Landscape Design	

**STATEMENT OF SIGNIFICANCE** Explain categories of significance noted above.

Bartlett Park is significant for its association with the history and development of St. Joseph's park system. It is one of the earlier park properties in the city, donated before the park movement had gained much momentum in St. Joseph. Although it was already existing before any consultant was brought to town, each plan utilized the park and integrated it into the boulevard and parkway system.

Connected to the rest of the park system in St. Joseph, Bartlett Park has for the majority of its history served as the midway point. Noyes Boulevard, the only "formal" boulevard in the system, leads to Bartlett from the north. Southwest Parkway, an informal, curving parkway, leads into the park from the south. Bartlett probably served as the meeting ground between the formal aspects of the park and the more naturalistic, informal elements. Although there are no longer any formal floral displays, a straight line of flowering trees exists in one area. This contrasts with the more naturalistic groupings of trees in the northwest and southeast corners of the park.

Bartlett Park is also significant for its role in the court proceedings which led to the testing of the Parks Board's powers for assessment and condemnation. As mentioned earlier, its expansion was part of the first effort to acquire land for park purposes other than by donation. Although Prospect Park was the most controversial part of that first effort, Bartlett Park was nonetheless considered significant enough to serve as a test for the powers of the Park Board.

12. **SOURCES FOR INFORMATION** Note the sources used in this survey. Cite source, address, type of material.

X Local Repositories

Newspaper Clipping Files, St. Joseph Parks Department, Krug Park. St. Joseph Public Library. Martin Thomas Files, St. Joseph Museum.

   Non-Local Sources of Documents

X Bibliography of Major Sources

See **BIBLIOGRAPHY**, Summary Report.

13. **FORM PREPARATION**

Date July, 1991

Name(s): Deon K. Wolfenbarger Street Address: 9550 NE Cookingham Drive

City/Town: Kansas City State: Missouri Zip Code: 64157 Phone: 816/792-1275



















**AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS: HISTORIC LANDSCAPES SURVEY  
NATIONAL SURVEY FORM**

**1. LANDSCAPE NAME**

Historic: Corby Grove  
Common/Current: Corby Grove

**2. LOCATION**

USGS Quadrangle: Acreage: 105  
City/Town: St. Joseph County: Buchanan  
Zip Code: State: Missouri  
Congressional District: 6th UTM Coordinates:

**3. OWNER OF PROPERTY** If group or government agency give contact person.

Name/Contact Person: Parks & Recreation Department Phone: 816/271-5500  
Bill McKinney, Director.  
Street Address: 100 Krug Park Castle  
City/Town: St. Joseph State: MO Zip Code: 64056

**4. LANDSCAPE TYPE** Check all that apply.

<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> Garden	<input type="checkbox"/> Commemorative	<input type="checkbox"/> Institution
<input type="checkbox"/> Residence	<input type="checkbox"/> Botanical	<input type="checkbox"/> Rural	<input type="checkbox"/> Streetscape
<input type="checkbox"/> Estate	<input type="checkbox"/> garden	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> City/Town
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input type="checkbox"/> Square/Commons	<input type="checkbox"/> Settlement
<input type="checkbox"/> Battlefield	<input type="checkbox"/> Cemetery	<input checked="" type="checkbox"/> Park system	<input type="checkbox"/> Enclave
<input type="checkbox"/> Fort	<input type="checkbox"/> Monument	<input type="checkbox"/> Water feature	
<input type="checkbox"/> Ceremonial	<input type="checkbox"/> grounds	<input type="checkbox"/> Farm	
<input type="checkbox"/> Other:			

Brief description of type:

**5. LANDSCAPE STATUS** Check and describe as required.

Ownership:	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Other
Access:	<input checked="" type="checkbox"/> Unrestricted	<input type="checkbox"/> Restricted	<input type="checkbox"/> No access
Status:	<input checked="" type="checkbox"/> Safe	<input type="checkbox"/> Endangered	<input type="checkbox"/> Action Needed
		<input type="checkbox"/> Preservation Undertaken	

Further Information:

**6. LANDSCAPE ADDRESS AND BOUNDARY INFORMATION**

Specific location, streets and features comprising the boundary.

Roughly bounded by Marion on the north, 26th Street on the east, Osage on the south, and 22nd Street on the west.

Repository of Legal Description, Courthouse/Registry of Deeds:

Recorder of Deeds, Buchanan County Courthouse

Contact Person:

Street Address: 505 Faraon Street

City/Town: St. Joseph

State: Missouri

Zip Code: 64501

Phone: 816/271-1437

**7. REPRESENTATION IN OTHER SURVEYS** Check and give Details.

National Register

National Landmark

State Designation

Local Designation

Other

Title of Survey:

Depository of Survey Records:

In 1971, the St. Joseph parks system was designated a local historic landmark by the St. Joseph Landmark Commission. No records can be found in the Community Development Department of that designation. In 1971, the designation carried no restrictions and was strictly honorific.

8. HISTORIC INFORMATION Check, circle and complete.

- Original Landscape Architect/Designer/Planner/Creator Name(s)  
George Burnap  
 Alteration or Addition Landscape Arch/Designer/Planner/Creator Name(s)  
 Gardener/Horticulturist Name(s)  
 Builder/Engineer Name(s)  
 Client/Community Leader Name(s)  
 Date(s) of Construction: See chronological outline below.

**BRIEF CHRONOLOGY:** Indicate pertinent facts about construction, subsequent changes, events, notable occurrences; include social and cultural factors.

### CHRONOLOGICAL OUTLINE

- 1844 John Corby purchased the 80 acres later known as Corby Grove.
- 1916 George Burnap's plans for the St. Joseph parks system include the purchase of Corby Grove.
- 1921 As Park Board again takes up issue of a system for the entire city, Corby Grove is seen as one of the most essential parts.
- Detractors of the proposed plan object primarily to Corby Grove.
- 1922 City's valuation of Corby Grove property protested during condemnation proceedings.
- 1924 City wins Supreme Court decision in damage assessment from Park Board.
- Owners of condemned property destroy nearly 200 giant forest trees in Corby Grove.
- Purchase of the 60 acre tract continues.
- 1926 Corby Grove to be enlarged to 100 acres.
- 1928 Corby Pond construction and repair completed.
- 1930 Extensive native tree planting program in St. Joseph parks system includes Corby Grove.
- 1931 Sewer ruptures under Corby Pond, draining the lake. This occurs every decade or two afterwards.

## NARRATIVE

Although Corby Grove has long enjoyed a reputation as one of the finest oak groves in the state and was used by St. Joseph citizens for recreational purposes, it wasn't until George Burnap's plan of 1916 that the tract was actually considered for acquisition as a park. As early as 1881, a tract north of Corby's Grove was being considered for a park. A proposed boulevard would run through Corby Grove, and purportedly Mrs. Corby had consented to donate land for a road and right-of-way. However, the plans for that park never materialized. George Kessler, in his report of 1912, did plan for three parkways to intersect in the area of Corby Grove. Although he recognized the scenic qualities in the area, nonetheless he did not recommend including the site as a park.

In 1844, John Corby purchased the 80 acres known as Corby Grove for \$200.00. The land was still in the hands of the Corby Estate when the plans executed by Burnap in 1916 were presented. In 1921, when the Board of Park Commissioners again took up the plans for a city-wide system of parks and boulevards, one of the first steps outlined was to begin acquiring essential land. Corby Grove was the first land acquisition proposed, but this time the Board was considering nearly 100 acres, rather than the 40-60 acres shown on Burnap's 1916 plan.

As presented by the Board, the park systems plans were received very favorably, **except** as far as Corby Grove was concerned. While the majority of the citizens had no problem with the proposal to acquire Corby Grove, the affected property owners objected strongly. As seems to be human nature, their primary objection was with the amount of money they were to receive for their properties.

In 1922, the city valued the land at \$1000.00 per acre, which was confirmed by a judge's ruling as fair market value. The two primary land owners, Isaac T. Curd and the Corby estate, continued to object, thereby delaying development of not only Corby Grove, but of other park projects. Newspaper sentiment ran strongly in favor of acquiring the land for the park system, calling Corby Grove the "heart" of the plan, and Holman Street "the main artery." As the connections to the remainder of the system were seen as being significant, without Corby Grove, it was feared the success of the parks system would be greatly diminished. "Noyes Boulevard would be the backbone, but with the heart of the North End stricken out, Noyes Boulevard would fail of its purpose, as its connections to the north would be broken." In other words, Corby Grove was needed as the connection between the Krug Park district and Bartlett Park.

It wasn't until 1924 that the city won the decision of the Supreme Court in the fight against the damage assessment. The property owners were determined to have the last word in the matter however. A few days after the decision was announced, 150-200 giant forest trees were destroyed on the properties owned by Isaac Curd and Mrs. Q. Stigers. The majority of the trees were oaks and locusts, some determined to be over 200 years old. The City then contended that the removal of the trees depreciated the property, as most of the ones removed were coincidentally along the proposed boulevard drives.

Just one month later, the Corby estate lost an injunction case against the city. The ruling found that the city condemnation procedure in the city park and boulevard cases was legal. However, shortly after that the St. Joseph real estate board recommended that additional money be paid to the Corby estate, so that work could finally begin in improving the 60-acre tract.

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

The plans always called for Corby Grove to be the "natural woodland" park of the system. The small existing natural lake/pond was drained, repaired, and "reconstructed" after sewer lines were laid in 1928. Other than that, Corby Grove was left in its present state as much as possible. The parkway drives, discussed on other survey forms, were the main construction which occurred in the park.

9. DESCRIPTION Check and describe.

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/Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**EXISTING CONDITIONS:** Begin with overall description, then note specifics. Emphasize landscape features. Attach plan as appropriate. Include photographs of significant views and features with location and direction of view noted on plan.

Corby Grove is located in the northwest quarter of St. Joseph from Marion to Osage, and from 22nd to east of 26th Street. Northwest Parkway enters Corby Grove from the north at approximately the center of the park boundary, and joins with Northeast Parkway which enters from the northeast (see Northeast Parkway photo, NEP-1). The two parkways join and travel to nearly the center of the park and meet Corby Parkway (Photos CG-1, CG-2). Corby Parkway travels northeast from the southwest corner to this junction, then angles back to the southeast corner, ending at the intersection of Ashland and Noyes Boulevard.

The majority of the land is covered with native woodland vegetation - a mature oak forest with undergrowth (Photo CG-7). Dogwoods and redbuds serve as decorative understory trees along the parkways. The right-of-ways of the three parkways are planted in grass and are dotted with mature trees (Photos CG-3, CG-4).

The topography of Corby Grove is varied. Several dry creek beds dot the landscape and lead down to and follow the parkway drives. The land generally rises from the drives to small mounds in various areas (Photos CG-1, CG-3). Just south of the triangular intersection of Corby Parkway and Northwest Parkway, approximately twenty feet lower than the roadbed, is Corby Pond (Photo CG-5). This four acre pond has an undulating shoreline, with gently sloping grassy banks on the north and west sides. The southeast shore is somewhat steeper and has dense vegetation. Towards the southwest end of the pond is wooden fishing dock with metal railings (Photo CG-6). Across the parkway from the dock is a small, one-story brick rectangular structure with restrooms.

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

**10. HISTORIC LANDSCAPE INTEGRITY** Check and Describe.

<input checked="" type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input checked="" type="checkbox"/> Boundaries	<input checked="" type="checkbox"/> Use
<input checked="" type="checkbox"/> Spatial Relationships	<input checked="" type="checkbox"/> Topography	<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Scenic Qualities
<input checked="" type="checkbox"/> Vegetation	<input type="checkbox"/> Site Furnishings	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Adjacent Factors

**STATEMENT OF INTEGRITY** Describe the degree to which the overall historic landscape and its significant features are present today in their historic form. Explain the categories of integrity noted above and any others that apply.

Corby Grove has retained the integrity of its historic landscape in several categories' noted on the survey form. Although the master plan is lacking, from writings and descriptions of the period it was possible to determine the design intent, and in this case, the eventual design/plan of Corby Grove.

The automobile circulation system remains as designed by Burnap, and serves as the major design element of the park. The pond is the primary feature, and from historic photographs, has the same appearance as during the historic period. The vegetation, although augmented by man along the drives, remains intact from not only the time of the parks design, but earlier as well.

The topography is natural in most parts of the park, and the grading work for the roadways is intact from the historic period of construction. So too are the property boundaries intact from the period of condemnation and purchasing.

Corby Grove today provides many of the same recreational opportunities for the citizens of St. Joseph that it did even in the times before it became a park - an area of natural beauty. After acquisition by the City, the parkways in Corby Grove provide some of the most beautiful scenic drives in St. Joseph, as was the hope of its designer and its local supporters.

**11. SIGNIFICANCE** Check the reasons the landscape is historically important.

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Association w/ Person, Group, Event | <input type="checkbox"/> Fine Craftsmanship                  |
| <input checked="" type="checkbox"/> Work of Recognized Master           | <input type="checkbox"/> Time Sequence                       |
| <input type="checkbox"/> Important Artistic Statement                   | <input checked="" type="checkbox"/> Important Landmark       |
| <input checked="" type="checkbox"/> Unique Regional Expression          | <input type="checkbox"/> Particular Type                     |
| <input type="checkbox"/> Unique Materials                               | <input type="checkbox"/> Particular Time                     |
| <input checked="" type="checkbox"/> Cultural Significance               | <input checked="" type="checkbox"/> Other Verifiable quality |
| <input type="checkbox"/> Particular Style                               |  |
| <input type="checkbox"/> Historic Significance in Landscape Design      |  |

**STATEMENT OF SIGNIFICANCE** Explain categories of significance noted above.

Corby Grove is significant in the history of the development of St. Joseph's park system for several reasons. Although not revealed by its pastoral features, it was the subject of intense and prolonged litigation over the right of the City to condemn land for park purposes. Prospect Park was the subject of many court cases in the 1910's which the City lost, one of the reasons the park system was delayed. In the case of Corby Grove however, the City was victorious and St. Joseph's fine park system was thus developed in the 1920's and later.

The land had long served as a local landmark as it contained one of the finest oak groves in the state. However, as part of St. Joseph's connected system of parks and boulevards, Corby Grove was even more significant. As the newspaper editorials of the time noted, Corby Grove was the "heart of the entire system". No less than four parkways converged on it (Northwest Parkway, Northeast Parkway, Noyes Boulevard, and Corby Parkway), thereby connecting Krug Park to Bartlett Park and the rest of the district south.

In Burnap's scheme for St. Joseph, each of the major parks focused on a single theme (although multiple recreational opportunities were found in most). Corby Grove was the "natural" park and could thus provide all the benefits attributed to great outdoors. As St. Joseph grew and eventually developed around the parks, this natural setting within the city has gained even more importance.

Today the choice of the Corby Grove site seems obvious, and indeed it may have been at the time considering its recreational use by the citizens. Many photographs of skating at Corby Pond exist before the land was purchased by the City. However, the site was overlooked for some reason by George Kessler, even though he did have a similar intersection of parkways in the area.

12. **SOURCES FOR INFORMATION** Note the sources used in this survey. Cite source, address, type of material.

Local Repositories

Newspaper Clipping Files, St. Joseph Parks Department, Krug Park. St. Joseph Public Library. Martin Thomas Files, St. Joseph Museum.

Non-Local Sources of Documents

Bibliography of Major Sources

See **BIBLIOGRAPHY**, Summary Report.

13. **FORM PREPARATION**

Date July, 1991

Name(s): Deon K. Wolfenbarger Street Address: 9550 NE Cookingham Drive

City/Town: Kansas City State: Missouri Zip Code: 64157 Phone: 816/792-1275















**AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS: HISTORIC LANDSCAPES SURVEY  
NATIONAL SURVEY FORM**

**1. LANDSCAPE NAME**

Historic: Maple Leaf-Holman Parkway  
 Common/Current: Corby Parkway and Maple Leaf Boulevard

**2. LOCATION**

USGS Quadrangle:		Acreage:	
City/Town:	St. Joseph	County:	Buchanan
Zip Code:		State:	Missouri
Congressional District:	6th	UTM Coordinates:	

**3. OWNER OF PROPERTY** If group or government agency give contact person.

Name/Contact Person: Parks & Recreation Department Phone: 816/271-5500  
 Bill McKinney, Director.  
 Street Address: 100 Krug Park Castle  
 City/Town: St. Joseph State: MO Zip Code: 64056

**4. LANDSCAPE TYPE** Check all that apply.

<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> Garden	<input type="checkbox"/> Commemorative	<input type="checkbox"/> Institution
<input type="checkbox"/> Residence	<input type="checkbox"/> Botanical	<input type="checkbox"/> Rural	<input type="checkbox"/> Streetscape
<input type="checkbox"/> Estate	<input type="checkbox"/> garden	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> City/Town
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input type="checkbox"/> Square/Commons	<input type="checkbox"/> Settlement
<input type="checkbox"/> Battlefield	<input type="checkbox"/> Cemetery	<input checked="" type="checkbox"/> Park system	<input type="checkbox"/> Enclave
<input type="checkbox"/> Fort	<input type="checkbox"/> Monument	<input type="checkbox"/> Water feature	
<input type="checkbox"/> Ceremonial	<input type="checkbox"/> grounds	<input type="checkbox"/> Farm	
<input checked="" type="checkbox"/> Other:			

Brief description of type: Corby Parkway is a parkway; Maple Leaf is a short boulevard.

**5. LANDSCAPE STATUS** Check and describe as required.

Ownership:	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Other
Access:	<input checked="" type="checkbox"/> Unrestricted	<input type="checkbox"/> Restricted	<input type="checkbox"/> No access
Status:	<input checked="" type="checkbox"/> Safe	<input type="checkbox"/> Endangered	<input type="checkbox"/> Action Needed
		<input type="checkbox"/> Preservation Undertaken	

Further Information:

**6. LANDSCAPE ADDRESS AND BOUNDARY INFORMATION**

Specific location, streets and features comprising the boundary.

Corby Parkway - From 10th Street on the west to Ashland Avenue on the east, between Grand and Holman.

Maple Leaf Boulevard - From 4th Street on the west to 10th Street on the east, between Grand and Poulin.

Repository of Legal Description, Courthouse/Registry of Deeds:

Recorder of Deeds, Buchanan County Courthouse

Contact Person:

Street Address: 505 Faraon Street

City/Town: St. Joseph

State: Missouri

zip code: 64501

Phone: 816/271-1437

**7. REPRESENTATION IN OTHER SURVEYS** Check and give Details.

National Register  
 Local Designation

National Landmark  
 Other

State Designation

Title of Survey:

Depository of Survey Records:

In 1971, the St. Joseph parks system was designated a local historic landmark by the St. Joseph Landmark Commission. No records can be found in the Community Development Department of that designation. In 1971, the designation carried no restrictions and was strictly honorific.

**8. HISTORIC INFORMATION** Check, circle and complete.

- Original Landscape Architect/Designer/Planner/Creator Name(s)  
George Kessler
- Alteration or Addition Landscape Arch/Designer/Planner/Creator Name(s)  
George Burnap; W.L. Skoglund
- Gardener/Horticulturist Name(s)
- Builder/Engineer Name(s)
- Client/Community Leader Name(s)
- Date(s) of Construction: See chronological outline below.

**BRIEF CHRONOLOGY:** Indicate pertinent facts about construction, subsequent changes, events, notable occurrences; include social and cultural factors.

### CHRONOLOGICAL OUTLINE

- 1844 John Corby purchased the 80 acres later known as Corby Grove.
- 1912 George Kessler's plan of 1912 for the St. Joseph parks system does not include Corby Grove park, but does show a parkway intersecting in the Corby Grove tract with a northwest and northeast extension, and leading to the southwest.
- 1917 George Burnap's proposed park and boulevard plan, as published in the paper, shows a parkway leading from Corby Grove to the downtown area.
- 1921 As Park Board again takes up issue of a system for the entire city, Corby Grove is seen as one of the most essential parts.
- Detractors of the proposed plan object primarily to Corby Grove and Holman Street project.
- Condemnation ordinance for the Maple Leaf-Holman Street project is passed.
- 1922 City's valuation of Corby Grove property protested during condemnation proceedings.
- 1924 City wins Supreme Court decision in fight against damage assessment for Corby Grove. Can now move forward on Corby Grove, as well as the three connecting parkways - Corby Grove, Northeast, and Northwest.
- Owners of condemned property destroy nearly 200 giant forest trees in Corby Grove, on what would have been the parkway routes.
- 1926 Burnap's revised plans for the parks system show the same route as earlier plan.

- 1926 Detailed site plans prepared by W.L. Skoglund, park superintendent, and William Spann, city engineer.
- 1926 Grading work begun on roadway.
- 1927 Official opening of the parkway system in December.
- 1930 Extensive native tree planting program in St. Joseph parks system includes Corby Parkway.

## **NARRATIVE**

Although Corby Grove has long enjoyed a reputation as one of the finest oak groves in the state and was used by St. Joseph citizens for recreational purposes, it wasn't until George Burnap's plan of 1916 that the tract was actually considered for acquisition as a park. As early as 1881, a tract north of Corby's Grove was being considered for a park. A proposed boulevard would run through Corby Grove, and purportedly Mrs. Corby had consented to donate land for a road and right-of-way. However, the plans for that park never materialized.

Although George Kessler did not recommend the Corby Grove tract for park acquisition, he did plan for three parkways to join at the tract. One would come from the northwest and connect with Krug Park, one would come from the northeast, and the other would head southwest towards downtown. Along this parkway towards downtown, Kessler recommended a park to be sited between Boyd and Holman between 13th to 19th. Although Burnap did not follow Kessler's exact route, his Corby Grove Parkway was designed with sufficient width that it generally encompassed the entire area Kessler recommended for a park.

John Corby purchased the 80 acres known as Corby Grove in 1844 for \$200.00. The land was still in the hands of the Corby Estate when the plans executed by George Burnap in 1916 were presented. Burnap not only called for Corby Grove to be a park, he further refined the location of the parkways entering it. The plans of 1916 generally reflect the parkway as it was constructed.

In 1921, when the Board of Park Commissioners again took up the plans for a city-wide system of parks and boulevards, one of the first steps outlined was to begin acquiring essential land. Corby Grove and the "Holman Street project" as it was referred to were considered top priorities.

As presented by the Board, the park systems plans were received very favorably, **except** as far as Corby Grove and Holman Street were concerned. While the majority of the citizens had no problem with the proposal to acquire Corby Grove, the affected property owners objected strongly. As seems to be human nature, their primary objection was with the amount of money they were to receive for their properties.

In 1922, the city valued the land at \$1000.00 per acre in Corby Grove, which was confirmed by a judge's ruling as fair market value. The two primary land owners, Isaac T. Curd and the Corby estate, continued to object, thereby delaying development of not only Corby Grove, but of other park projects. Newspaper sentiment ran strongly in favor of acquiring the land for the park system, calling Corby Grove the "heart" of the plan, and Holman Street "the main artery." As the connections to the remainder of the system were seen as being significant, without Corby Grove, it was feared the success of the parks system would be greatly diminished.

Along with the purchase of the Corby Grove tract, the Holman Street project entailed the condemnation and purchase of several houses. While none were expensive by themselves, more homes were required for purchase than in any other unit in the system. The entire estimated cost of purchasing Corby Grove, Holman Street and Maple Leaf Avenue lands in 1921 was nearly one million dollars. Newspaper reports of the day felt this was a worthwhile expenditure however, as the area was considered an eyesore.

It wasn't until 1924 that the city won the decision of the Supreme Court in the fight against the damage assessment. The property owners were determined to have the last word in the matter however. A few days after the decision was announced, 150-200 giant forest trees were destroyed on the properties owned by Isaac Curd and Mrs. Q. Stigers. The majority of the trees were oaks and locusts, some determined to be over 200 years old. The City then contended that the removal of the trees depreciated the property, as most of the ones removed were coincidentally along the proposed boulevard drives.

Just one month later, the Corby estate lost an injunction case against the city. The ruling found that the city condemnation procedure in the city park and boulevard cases was legal. However, shortly after that the St. Joseph real estate board recommended that additional money be paid to the Corby estate, so that work could finally begin in improving the 60-acre tract.

The matter wasn't completely settled in 1925 however. In February, park certificates were sold on all of the park projects except for Corby Grove, as the matter was still deemed too controversial. Later that year, a new charter bill contained an amendment concerning the park department. While the plan for condemning the land remained the same, the method of paying for it changed by discarding the land assessment scheme. As no law suits were filed over this, one can assume the property owners must not have objected as much to this method. Payments were finally started on the Holman project this same year.

The grading work on the parkways began in 1926, and the "Holman Street Parkway" was the very first project. The new city engineer, William Spann, began topographical work. When it became obvious that the scope of the project would interfere with his other city duties, the state geological survey department lent C.O. Reioehl to help on the project. In addition, Burnap was "rehired" by the parks department, and his first project as well was the road alignment for this parkway. The plans printed in the newspapers in 1926 were prepared by W.L. Skoglund, St. Joseph park superintendent and a landscape architect (Map CP-1).

The western extension of Corby Parkway was (and is today) known as Maple Leaf Boulevard. To the east of Maple Leaf, the drive was a naturalistic, curving parkway. Maple Leaf however, was to be a very short section of formal boulevard as it was coming out of the downtown area. While no one had problems with the basic design premise, some nearby entrepreneurs were concerned where the boulevard would be built in relation to their businesses. The Goetz Brewing Company in particular objected to the first design of Maple Leaf Boulevard.

Although sanitary sewers were already located in the area, it was necessary to lower them to accommodate the roadbed. The majority of this work was completed in 1927. That same year, most of the bridges in the project were also completed. Corby Parkway/Maple Leaf Boulevard required the most bridge construction of all of the parkways. W.G. Fowler, bridge engineer to the park board, designed the vast majority of bridges. The 18th Street bridge, considered an "artistic crossing" by the paper, was constructed by Oscar H. Schmidt of St. Joseph; the 22nd Street subway by Carrothers & Huggins; the 13th St. bridge by Pioneer Construction Company; and the 10th St. Bridge by Eberhardt & Shriver.

The official opening of the parkway drive system was held in December of 1927. By that time, the majority of the construction work was completed for all of the parkways. However, street lights were added in 1929, and an extensive tree planting program was undertaken in 1930. Since that time, the work on Corby Parkway and Maple Leaf Boulevard has been primarily repair and maintenance.

**9. DESCRIPTION** Check and describe.

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

**EXISTING CONDITIONS:** Begin with overall description, then note specifics. Emphasize landscape features. Attach plan as appropriate. Include photographs of significant views and features with location and direction of view noted on plan.

Maple Leaf Boulevard and Corby Parkway are actually one continuous road, each with differing treatments. Maple Leaf Boulevard has its southern terminus in a "Y" intersection at 4th and Poulin. It heads northeast in a fairly straight line until it crosses under the 10th Street bridge. It is probably at this point that the road is considered Corby Parkway, as a more naturalistic alignment begins along with a park-like treatment of the wide right-of-way. The parkway follows a creek bed, curving first to the southeast, then back to the northeast where it enters Corby Grove under the 22nd Street bridge. Just to the north of Corby Lake, it forms a "Y" intersection, with Northwest Parkway heading north, and Corby Parkway continuing to the southeast (Photo CP-2). As the Parkway nears the end of Corby Grove, it splits into two one-way roads with a median in between. These two roads join back together at the eastern terminus of the parkway at Ashland Avenue.

The median in between this split section of Corby Parkway contains a small valley of native woodland (Photo CP-1). From the intersection in the center of Corby Grove Park to the split roadway, the land falls off to the south, and rises in elevation to the north. Near the lake, a limestone retaining wall has been recently constructed on the north side of the road. The woods contain many large deciduous trees, primarily oak. The undergrowth contains dogwoods and redbuds, providing flowering interest along the drive in the spring.

The road curves on either side of the 22nd Street bridge, which is a concrete structure featuring limestone walls on either side (Photo CP-3). From the 22nd Street bridge to the west, the roadway follows a former creek bed, which meanders in general east/west direction (Photo CP-4). In some sections, the land rises fairly dramatically, so that one truly has the feeling of being in a small valley (Photo CP-6). Several bridges provide overhead crossings for the higher surrounding city streets (Photo CP-5). Areas of native woods are contrasted with openings of grass and large shade trees. The well-kept turf and tree groupings give the effect of riding through a linear park.

Between the 10th and 11th Street bridges (Photo CP-7) is a recreational area south of the parkway. It contains a ball diamond surrounded by chain link fence. At the south end of the lot is a stone and concrete retaining wall. The street lights have tall, modern standards, and the road edge has no curbing.

Maple Leaf Boulevard is lined on the west side with evergreen trees, and on the east with deciduous trees (Photo ML-1). At the north point where Maple Leaf curves to the east, there is a paved, semi-circular parking area edged with boulders. Across the street to the west is a grassy shaded area with modern play equipment (Photo ML-2). It parallels the right-of-way for the railroad, and overlooks sections of town that are not currently well maintained. At the southern end of Maple Leaf, it is not visually obvious that one is still travelling on a boulevard.

**10. HISTORIC LANDSCAPE INTEGRITY** Check and Describe.

<input checked="" type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Boundaries	<input checked="" type="checkbox"/> Use
<input checked="" type="checkbox"/> Spatial Relationships	<input checked="" type="checkbox"/> Topography	<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Scenic Qualities
<input checked="" type="checkbox"/> Vegetation	<input type="checkbox"/> Site Furnishings	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Adjacent Factors

**STATEMENT OF INTEGRITY** Describe the degree to which the overall historic landscape and its significant features are present today in their historic form. Explain the categories of integrity noted above and any others that apply.

Corby Parkway retains its historic landscape integrity in the areas noted above. A high degree of integrity is found in the areas of spatial relationships, design intent, topography, circulation, use and scenic qualities. A good degree of integrity is found in the design or plan. The parkway well represents the plans of George Burnap from 1916. It follows W.L. Skoglund's detailed site plans fairly closely as well, with the major design element - circulation - intact. However, a few elements were not constructed from Skoglund's sketches, such as the bridle paths, pedestrian walkways from 16th Street, ballfield east of 18th, and lagoon between 10th and 11th. However, active recreation was provided for in the west end of the parkway. Today, a ball diamond and playground area are located here, fulfilling the design intent and keeping the relationships of the use areas intact.

Maple Leaf Boulevard has suffered a greater loss to its historic integrity, primarily in vegetation. As there are not many design elements comprising the boulevard, this loss is greater than it would be in other sections of the park system. However, the circulation system remains as designed and constructed. As plans have not been found for the southernmost section of the boulevard, it is impossible to evaluate this for its integrity of plan. However, it is probably safe to assume that there would have been more design features (even if only in plant materials) planned for the entrance to the parks system from downtown.

**11. SIGNIFICANCE** Check the reasons the landscape is historically important.

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Association w/ Person, Group, Event | <input type="checkbox"/> Fine Craftsmanship            |
| <input checked="" type="checkbox"/> Work of Recognized Master           | <input type="checkbox"/> Time Sequence                 |
| <input checked="" type="checkbox"/> Important Artistic Statement        | <input checked="" type="checkbox"/> Important Landmark |
| <input checked="" type="checkbox"/> Unique Regional Expression          | <input checked="" type="checkbox"/> Particular Type    |
| <input type="checkbox"/> Unique Materials                               | <input type="checkbox"/> Particular Time               |
| <input checked="" type="checkbox"/> Cultural Significance               | <input type="checkbox"/> Other Verifiable quality      |
| <input checked="" type="checkbox"/> Particular Style                    |  |
| <input type="checkbox"/> Historic Significance in Landscape Design      |  |

**STATEMENT OF SIGNIFICANCE** Explain categories of significance noted above.

Corby Parkway and Maple Leaf Boulevard are significant in the history of the development of the parks and boulevard system of St. Joseph for a number of reasons. First, its design is the result of a combination of efforts. First, the idea of connecting the downtown to a junction of parkways in the Corby Grove tract was initiated by George Kessler. It was George Burnap who designed the actual roadway, with design details provided by W.L. Skoglund. In addition, city engineer William Spann took care of many of the grading problems with the road. Lastly, W.G. Fowler designed most of the bridges on the project. This drive is thus representative of the historical events which led to the "design by committee" approach which worked so well for St. Joseph.

Corby Parkway and Maple Leaf Boulevard are significant as representatives of a particular type of landscape - a parkway and boulevard. Corby Parkway is a particularly good example of Burnap's skillful combination of the natural and built elements. Changes in topography, vegetation, and in the curves of the road itself all combine to provide a sense of mystery as to what lies ahead. This makes it a work of landscape artistry as well.

Maple Leaf Boulevard today is perhaps not the best representative of a boulevard, but together with Noyes Boulevard, these remain the only formal drive treatments in the system. As it was to provide a link between downtown and Corby Grove, it makes good design sense to use a formal roadway as a transition between the strict geometry of the grid system of downtown streets and narrow building lots. It is interesting that Burnap chose **not** to follow the grid system however, with this formal road. Instead, it angles to the northeast where it eventually gently curves and joins with Corby Parkway. As Noyes Boulevard was planned by George Kessler and construction already started by the time Burnap was hired, Maple Leaf is therefore the only formal boulevard element of the parks system which was designed by George Burnap.

The system of park drives in St. Joseph are more than scenic "works of art" or representatives of landscape types. They also serve to connect the parks of the city. In this instance, Maple Leaf connects the downtown area with a parkway, and Corby Parkway serves as the park drive through Corby Grove. Although the primary parkway route is north/south, these two drives provide access to the park system from other areas of the city.

12. **SOURCES FOR INFORMATION** Note the sources used in this survey. Cite source, address, type of material.

Local Repositories

Newspaper Clipping Files, St. Joseph Parks Department, Krug Park. St. Joseph Public Library. Martin Thomas Files, St. Joseph Museum.

Non-Local Sources of Documents

Bibliography of Major Sources

See **BIBLIOGRAPHY**, Summary Report.

13. **FORM PREPARATION**

Date July, 1991

Name(s): Deon K. Wolfenbarger Street Address: 9550 NE Cookingham Drive

City/Town: Kansas City State: Missouri Zip Code: 64157 Phone: 816/792-1275



















**AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS: HISTORIC LANDSCAPES SURVEY  
NATIONAL SURVEY FORM**

**1. LANDSCAPE NAME**

Historic: Fairview Golf Course; Municipal Golf Course  
 Common/Current: Fairview Golf Course

**2. LOCATION**

USGS Quadrangle: Acreage: 137 acres  
 City/Town: St. Joseph County: Buchanan  
 Zip Code: State: Missouri  
 Congressional District: 6th UTM Coordinates:

**3. OWNER OF PROPERTY** If group or government agency give contact person.

Name/Contact Person: Parks & Recreation Department Phone: 816/271-5500  
 Bill McKinney, Director.  
 Street Address: 100 Krug Park Castle  
 City/Town: St. Joseph State: MO Zip Code: 64056

**4. LANDSCAPE TYPE** Check all that apply.

<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> Garden	<input type="checkbox"/> Commemorative	<input type="checkbox"/> Institution
<input type="checkbox"/> Residence	<input type="checkbox"/> Botanical	<input type="checkbox"/> Rural	<input type="checkbox"/> Streetscape
<input type="checkbox"/> Estate	<input type="checkbox"/> garden	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> City/Town
<input type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input type="checkbox"/> Square/Commons	<input type="checkbox"/> Settlement
<input type="checkbox"/> Battlefield	<input type="checkbox"/> Cemetery	<input checked="" type="checkbox"/> Park system	<input type="checkbox"/> Enclave
<input type="checkbox"/> Fort	<input type="checkbox"/> Monument	<input type="checkbox"/> Water feature	
<input type="checkbox"/> Ceremonial	<input type="checkbox"/> grounds	<input type="checkbox"/> Farm	
<input checked="" type="checkbox"/> Other:			

Brief description of type: 18 hole public golf course.

**5. LANDSCAPE STATUS** Check and describe as required.

Ownership:	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Other
Access:	<input type="checkbox"/> Unrestricted	<input checked="" type="checkbox"/> Restricted	<input type="checkbox"/> No access
Status:	<input checked="" type="checkbox"/> Safe	<input type="checkbox"/> Endangered	<input type="checkbox"/> Action Needed
		<input type="checkbox"/> Preservation Undertaken	

Further Information:

**6. LANDSCAPE ADDRESS AND BOUNDARY INFORMATION**

Specific location, streets and features comprising the boundary.

Bounded by Highway 36 on the north, 36th Street on the east, Pickett Road on the south, and Southwest Parkway on the west.

Repository of Legal Description, Courthouse/Registry of Deeds:

Recorder of Deeds, Buchanan County Courthouse

Contact Person:

Street Address: 505 Faraon Street

City/Town: St. Joseph

State: Missouri

Zip Code: 64501

Phone: 816/271-1437

**7. REPRESENTATION IN OTHER SURVEYS** Check and give Details.

National Register

National Landmark

State Designation

Local Designation

Other

Title of Survey:

Depository of Survey Records:

In 1971, the St. Joseph parks system was designated a local historic landmark by the St. Joseph Landmark Commission. No records can be found in the Community Development Department of that designation. In 1971, the designation carried no restrictions and was strictly honorific.

**8. HISTORIC INFORMATION** Check, circle and complete.

- Original Landscape Architect/Designer/Planner/Creator Name(s)  
W.K. Seitz, and others.
- Alteration or Addition Landscape Arch/Designer/Planner/Creator Name(s)  
Everett Owens, and others.
- Gardener/Horticulturist Name(s)
- Builder/Engineer Name(s)
- Client/Community Leader Name(s)
- Date(s) of Construction: See chronological outline below.

**BRIEF CHRONOLOGY:** Indicate pertinent facts about construction, subsequent changes, events, notable occurrences; include social and cultural factors.

**CHRONOLOGICAL OUTLINE**

- 1922 40 acre tract leased from Mrs. Stigers for new municipal golf course.  
Nine hole course laid out by W.K. Seitz, City engineer.  
Five year lease and purchase option plan adopted for land for golf course.
- 1924 18 holes completed.
- 1929 Funds for construction of club house appropriated.
- 1937 Federal grant of \$7000.00 for rebuilding course.
- 1938 Clubhouse partially burned.
- 1940 Clubhouse burned down.
- 1941 New clubhouse completed.
- 1957 Purchased 35.8 acres in various tracts.
- 1958 Sold 17.34 acres to State Highway Department. Lost holes 10 and 13, clubhouse, and moved maintenance shop to present site. New clubhouse constructed.

## NARRATIVE

Prior to the development of Fairview Golf Course, the city of St. Joseph had a municipal golf course at approximately 29th and Doniphan. Once the land was condemned for the new parkway system in 1921 though, citizens rallied to have the golf course moved so that it was part of the system. Perhaps the most notable resident working towards this end was Frank Wickizer, an editor known as "Mr. Municipal Golf of St. Joseph". The Rotary Club also got into the act, adopting a resolution in 1922 requesting the park board to establish a free municipal golf course.

The pressure to move the municipal golf course adjacent to Southwest Parkway succeeded; however, the land for the new golf course was not immediately available for purchase. In a hurry to make the course available for play, the city decided to lease the land at first until other arrangements could be made.

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

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

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

The construction of the highway resulted in the loss of holes number 10 and 13, the demolition of the clubhouse, and the removal of the maintenance shop/pro residence to its present site east of the current clubhouse. Improvements were made to this structure, which today houses the greenskeeper.

In 1929, the city passed an ordinance paying for half the expense of constructing a new clubhouse. The Park Department paid for a quarter of the expenses out of its budget, and the members were to pay the other quarter. It was designed by the firm of Eckel and Aldrich, and completed in the same year at a cost of \$16,000.00. The white clapboard

building had elements of the Colonial Revival style, and the interior finishes and furnishings were rustic. This clubhouse burned in 1938, and again in 1940 when it was destroyed. Webb Siemens was hired as the architect for the new clubhouse, which was finished in 1941. The present clubhouse was constructed after part of the course was sold in 1958.

After the loss of holes 10 and 13 in 1958, the course was redesigned by the club pro, Everett Owens. For the most part, the fairways remained the same and most of the historic trees were retained. Some holes were renumbered, and several greens were moved. Since that time, the front and back nine's have changed a few times. After Everett Owens, another club pro, Greg Wood (also known as Craig), redesigned a few greens.

During the 1970's and '80's, a member (Bob Tietz) personally planted several trees on the course. The former ditch hazard, still visible on Map 2, was altered to ponds, reducing the difficulty of the course. In addition, several springs have either dried up due to recent drought or have been covered over.

9. DESCRIPTION Check and describe.

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

**EXISTING CONDITIONS:** Begin with overall description, then note specifics. Emphasize landscape features. Attach plan as appropriate. Include photographs of significant views and features with location and direction of view noted on plan.

Fairview Golf Course is a well-maintained, 18 hole public golf course, located southeast of Highway 36 and Southwest Parkway. The par 72 course has eight par 4's, five par 5's, and five par 3's. The main entrance is off of Southwest Parkway, with the entry drive leading from the northwest corner of the site to the clubhouse. The clubhouse is a one-story, T-shaped brick building with cross-gable roof (Photo F-1). Exposed protruding beams are under the overhanging boxed eaves. A shed-roof porch is on the southwest corner, providing protection for golfers waiting to tee off. The windows are triple-hung, 1/1/1 with shutters. Northwest of the clubhouse are two asphalt parking lots, separated by a short drive. Leading east out of the parking lot is another drive to a secondary entrance/exit on 33rd Street. To the east of the clubhouse is the greenskeeper's residence. The site contains many mature trees, and is surrounded by chain link fence. The putting green is southeast of the clubhouse (Photo F-2), and the practice range is between hole #1 and #6 green. Asphalt cart paths lead from the clubhouse in all directions.

The course itself is sited on hilly terrain. The tree-lined, watered fairways present difficult side-hill lies on several holes (Photo F-5). Hole #4 for example, presents trouble on both the right and left (Photo F-9). On most holes, either the tee (hole #10, Photo F-4) or the green (hole #2, Photo F-8) are usually elevated. In some cases, the golfer hits from an elevated tee across a downhill fairway back up to an elevated green (as in #8, Photo F-7). Most holes feature double-tiered greens, although #6 green is triple-tiered (Photo F-3).

There are few sand bunkers, as these tend to slow up play too much for a municipal course. In addition, these are probably unnecessary as the terrain presents enough problems. Currently, water ponds present hazards on most of the back nine (Photo F-6); formerly though, this was a ditch which was longer and deeper, yet allowed for shots out. A spring was also present near #12 green. The former course was thought by many to be a better course, although today Fairview still retains a reputation for its difficulty. However, it has a course rating of 69.5, and a slope index of 116.

An example of one of the more difficult holes (handicap 2) is #5. The tee is in the woods, with a dogleg left and trees lining the left making the green hidden from the tee (Photo F-10). The fairway slopes right to left, leaving a long second shot down to the green.

**10. HISTORIC LANDSCAPE INTEGRITY** Check and Describe.

<input type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Boundaries	<input checked="" type="checkbox"/> Use
<input checked="" type="checkbox"/> Spatial Relationships	<input checked="" type="checkbox"/> Topography	<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Scenic Qualities
<input checked="" type="checkbox"/> Vegetation	<input type="checkbox"/> Site Furnishings	<input type="checkbox"/> Circulation	<input type="checkbox"/> Adjacent Factors

**STATEMENT OF INTEGRITY** Describe the degree to which the overall historic landscape and its significant features are present today in their historic form. Explain the categories of integrity noted above and any others that apply.

Due to the construction of Highway 36 in 1958, it was necessary to construct a few new holes at Fairview. In addition, several other holes were either renumbered or had greens redesigned. Therefore, in addition to the change of boundaries, the golf course does not retain its integrity of design at a detailed scale; however, most of the fairways remained the same, thus retaining basic spatial relationships of the landscape elements. The course obviously retains its original design intent and use.

In the redesign of the course, the existing hilly terrain and historic trees were maintained. Therefore, the site retains integrity of vegetation, topography, and scenic qualities. Viewed from Southwest Parkway as a feature along the parkway system, Fairview Golf Course presents much the same appearance as it did during the historic period of significance.

11. **SIGNIFICANCE** Check the reasons the landscape is historically important.

<input checked="" type="checkbox"/> Association w/ Person, Group, Event	<input checked="" type="checkbox"/> Fine Craftsmanship
<input type="checkbox"/> Work of Recognized Master	<input type="checkbox"/> Time Sequence
<input type="checkbox"/> Important Artistic Statement	<input checked="" type="checkbox"/> Important Landmark
<input checked="" type="checkbox"/> Unique Regional Expression	<input checked="" type="checkbox"/> Particular Type
<input type="checkbox"/> Unique Materials	<input type="checkbox"/> Particular Time
<input checked="" type="checkbox"/> Cultural Significance	<input type="checkbox"/> Other Verifiable quality
<input type="checkbox"/> Particular Style	
<input type="checkbox"/> Historic Significance in Landscape Design	

**STATEMENT OF SIGNIFICANCE** Explain categories of significance noted above.

Fairview Golf Course is significant in the above marked categories. It is important for its association with the events which occurred in the development of the park system in St. Joseph. Although not originally conceived as part of the system by any of the professional park planners, citizens felt strongly enough about the desirability of the parkway location that they petitioned to have the municipal golf course moved. Thus, due to the efforts of St. Joseph residents, the parkway system today connects all the major recreational facilities in the city.

Fairview Golf Course accurately depicts the hilly terrain found around St. Joseph. Although St. Joseph was densely built up throughout a large part of its history, until recently one could still find scenic vistas such as are represented at the course. Today however, Fairview represents one of the few open views of the regional landscape in the city.

Fairview still has a reputation today as one of the finer municipal golf courses in the Midwest; as such, it serves not only as a local but a regional landmark as well. It is also an extremely well-maintained course, and its construction, maintenance, and design represent fine craftsmanship in a landscape.

12. **SOURCES FOR INFORMATION** Note the sources used in this survey. Cite source, address, type of material.

Local Repositories

Newspaper Clipping Files, St. Joseph Parks Department, Krug Park. St. Joseph Public Library. Martin Thomas Files, St. Joseph Museum.

Non-Local Sources of Documents

Bibliography of Major Sources

See **BIBLIOGRAPHY**, Summary Report. Oral interviews: Warren Riepen, Floyd Young.

13. **FORM PREPARATION**

Date July, 1991

Name(s): Deon K. Wolfenbarger Street Address: 9550 NE Cookingham Drive

city/Town: Kansas City State: Missouri zip Code: 64157 Phone: 816/792-1275





















**AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS: HISTORIC LANDSCAPES SURVEY  
NATIONAL SURVEY FORM**

**1. LANDSCAPE NAME**

Historic: Hyde Park  
Common/Current: Hyde Park

**2. LOCATION**

USGS Quadrangle: Acreage: 93  
City/Town: St. Joseph County: Buchanan  
Zip Code: State: Missouri  
Congressional District: 6th UTM Coordinates:

**3. OWNER OF PROPERTY** If group or government agency give contact person.

Name/Contact Person: Parks & Recreation Department Phone: 816/271-5500  
Bill McKinney, Director.

Street Address: 100 Krug Park Castle  
City/Town: St. Joseph State: MO Zip Code:

**4. LANDSCAPE TYPE** Check all that apply.

<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> Garden	<input type="checkbox"/> Commemorative	<input type="checkbox"/> Institution
<input type="checkbox"/> Residence	<input type="checkbox"/> Botanical	<input type="checkbox"/> Rural	<input type="checkbox"/> Streetscape
<input type="checkbox"/> Estate	<input type="checkbox"/> garden	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> City/Town
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input type="checkbox"/> Square/Commons	<input type="checkbox"/> Settlement
<input type="checkbox"/> Battlefield	<input type="checkbox"/> Cemetery	<input checked="" type="checkbox"/> Park system	<input type="checkbox"/> Enclave
<input type="checkbox"/> Fort	<input type="checkbox"/> Monument	<input type="checkbox"/> Water feature	
<input type="checkbox"/> Ceremonial	<input type="checkbox"/> grounds	<input type="checkbox"/> Farm	
<input type="checkbox"/> Other:			

Brief description of type:

**5. LANDSCAPE STATUS** Check and describe as required.

Ownership:	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Other
Access:	<input type="checkbox"/> Unrestricted	<input checked="" type="checkbox"/> Restricted	<input type="checkbox"/> No access
Status:	<input checked="" type="checkbox"/> Safe	<input type="checkbox"/> Endangered	<input type="checkbox"/> Action Needed
		<input type="checkbox"/> Preservation Undertaken	

Further Information:

**6. LANDSCAPE ADDRESS AND BOUNDARY INFORMATION**

Specific location, streets and features comprising the boundary. Hyde Park is bounded on the north by Hyde Park Avenue; on the west by 4th Street; on the east by 9th Street; and on the south by Joseph E. Galvin Road (if extended).

Repository of Legal Description, Courthouse/Registry of Deeds:  
Recorder of Deeds, Buchanan County Courthouse

Contact Person:

Street Address: 505 Faraon Street

City/Town: St. Joseph

State: Missouri

Zip Code: 64501

Phone: 816/271-1437

**7. REPRESENTATION IN OTHER SURVEYS** Check and give Details.

National Register

National Landmark

State Designation

Local Designation

Other

Title of Survey:

Depository of Survey Records: In 1971, the St. Joseph parks system was designated a local historic landmark by the St. Joseph Landmark Commission. No records can be found in the Community Development Department of that designation. In 1971, the designation carried no restrictions and was strictly honorific.

**8. HISTORIC INFORMATION** Check, circle and complete.

Original Landscape Architect/Designer/Planner/Creator Name(s) Charles Mulford Robinson

Alteration or Addition Landscape Arch/Designer/Planner/Creator Name(s) George Kessler; George Burnap.

Gardener/Horticulturist Name(s)

Builder/Engineer Name(s)

Client/Community Leader Name(s)

Date(s) of Construction

**BRIEF CHRONOLOGY:** Indicate pertinent facts about construction, subsequent changes, events, notable occurrences; include social and cultural factors.

**CHRONOLOGICAL OUTLINE**

1894 180 hard maple trees are set out in rows. Used at one time for maple sugar and syrup.

1910 Charles Mulford Robinson's plans for the parks system include Hyde Park.

1912 George Kessler's plans for the park system include Hyde Park.

- 1915 10 acres donated from Calvin A. & Mollie Hyde
- 1916 Burnap's plans for the park system call for enlarging Hyde Park to approximately 94 acres.
- 1921 Land condemned for addition to original tract. Plans for Hyde Park include provisions for it to contain the zoo for the system.
- 1924 Two new tennis courts constructed on ground just east of the original Hyde Park tract, on land owned by Calvin Hyde (and with his permission).
- 1925 In the park and boulevard condemnation proceedings of 1925, land was purchased from Calvin Hyde which increased Hyde Park to approximately 100 acres.
- Pool designed by W.K. Seitz and construction completed by summer.
- Sewer pipe laid in a portion of Hyde Park, allowing for its development. The southwest portion, previously left natural, was cleaned up.
- Olmsted Brothers firm report comes out strongly against locating the zoo in Hyde Park.
- 1926 Final payment made on park lands for Hyde Park.
- 1927 A one mile drive through Hyde Park is proposed.
- 1929 Additional sewers are built, allowing for the park's development in low-lying areas.
- 1930 Extensive tree planting program throughout the park system includes Hyde Park. Native plants are used.
- 1936 A camel attacks John Hane, the caretaker, causing his death. This resulted in the eventual removal of animals from Hyde Park and the rest of the parks.
- 1940 Suspension bridge constructed over park drive.
- 1955 New pool constructed.

## **NARRATIVE**

Hyde Park has historically served as the south anchor for the system of parks and boulevards in St. Joseph. Early park systems plans by both George Kessler and George Burnap do not indicate that much thought was given to this southernmost park. Its projected size was relatively small, but this was more than adequate for the population in

the area at the time. As the growth of St. Joseph continued southward however, Hyde Park's significance to the system grew.

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

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

In George Kessler's 1912 report to the Board of Park Commissioners, he outlined his thoughts for the various proposed parks in the system. He appears not to have thought much about the development of Hyde Park, but noted that it was a "model tract" and that the owner of the property was "friendly" to the project. He felt that the acquisition cost would be quite reasonable. In fact, Calvin Hyde eventually donated ten acres in 1915. It is not known how much Mr. Hyde's decision was influenced by Kessler's recommendation of the tract's usage for park purposes. However, Kessler's proposal does appear to be the first time the site was recommended as a park in print.

By the time George Burnap began working on the St. Joseph park system, Hyde Park had already been donated to the city. At the time that the Board of Park Commissioners accepted the donation, it also asked City Council for \$10,000 to purchase an additional 10 acres to the east and for another \$5,000 for improvements. Burnap's earliest plans seem only to reflect this early holdings of the city. However, by 1921 Burnap and the Board were recommending enlarging Hyde Park to nearly 94 acres by acquiring land to the south and east.

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

The Board of Park Commissioners spent a lot of time promoting the plans for the parks system in front of local neighborhood groups. One of the selling points of the parks system plan was the provision for a zoo, and Hyde Park was to be the location of this zoo. However, not wishing to alienate the surrounding residents, the Board was quick to point out that Hyde Park would "also contain ample provision for playgrounds". It is somewhat interesting to note that these early discussions of the zoo emphasized that there would not

be a great variety in the animals displayed, but that the focus would be on showing them in natural habitats. The plans included a buffalo run, a deer park, cages for bears, and a sea lion area (showing that there must have been some leeway in what was considered "natural habitat"). In 1926, the Olmsted Brothers, a landscape architectural firm from Massachusetts, prepared a report for the Parks Board which strongly advised against locating the zoo in Hyde Park. One of the problems with the site was its low-lying character and the associated dampness. Eventually however, animals were kept in Hyde Park, but were removed after a tragic incident in 1936 when the caretaker, John C. Hane, was killed by a camel.

Development of some areas of Hyde Park began before the purchase of the lands were completed. In 1924, two tennis courts were constructed on land owned by Calvin Hyde just east of the original Hyde Park tract. East of the tennis courts was a ball diamond, which was fenced to keep out wandering stock (an indication of the rural outskirts of the city). An old cement base was remodeled into a wading pool for children, and playground equipment was added.

As with many of the park system properties in low-lying areas, the development of the rest of Hyde Park depended upon installation of sewer pipes and drainage. This began with the western portion in 1925, allowing for the cleanup of the southwest section which had previously been left natural. This "development" however, consisted primarily of sowing the area with bluegrass. A steel pedestrian suspension bridge over the park drive was constructed in this section in 1940 by city crews using mostly salvaged materials.

Burnap's revised park system plans of 1924 designated the location for a municipal swimming pool in the park, with the actual design of the pool carried out by the city engineer, William K. Seitz. The pool was oval in shape, and was 180' by 127'. It was completed in 1925, and along with the pool on Noyes Boulevard, attracted a great deal of press attention. Daily attendance figures for both pools were common in the paper, and it was evident that this southside pool was serving a growing surrounding neighborhood. The first pool at Hyde Park was eventually replaced in 1955. Other recent additions include updated playground equipment and new ball diamonds.

**9. DESCRIPTION** Check and describe.

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

**EXISTING CONDITIONS:** Begin with overall description, then note specifics. Emphasize landscape features. Attach plan as appropriate. Include photographs of significant views and features with location and direction of view noted on plan.

Comprised of nearly 100 acres, Hyde Park lies near the southwest edge of the city limits of St. Joseph. It is an irregularly bounded tract of land, with Hyde Park Avenue (Highway 752) serving as the northernmost boundary.

Hyde Park Drive (the drive through the park) begins at the northwest corner entrance, just south of where South Parkway intersects with Hyde Park Avenue. The drive rises up and curves to the east, where it follows a limestone outcropping on the north. A stone retaining wall lines a portion of this drive (Photos H-1 & H-2). Part of this drive travels over a stone bridge. The bridge crosses over a depression which has stone steps leading through it (Photo H-4). Immediately to the south of the outcropping (the northwest section of the park) is a picnic area in a grassy swale. Modern picnic tables and shelters are situated among the mature deciduous trees. Also dotted throughout this area are numerous low square and circular brick structures with concrete caps (Photo H-3). Metal barrel trash cans and outdoor cooking ovens are also provided. Modern play equipment is located at approximately the terminus of 7th Street, fairly close to two parking areas (Photo H-5).

Hyde Park drive forms a "T" intersection in the approximate center of the park (Photo H-6). From the northwest entrance of the park to the "T", the drive is one-way; the remainder serves two-way traffic. To the south, the drive leads to parking for six ball diamonds (Photo H-11). Five of those, to the east of the drive, are lighted and have metal bleachers and chain link backstops (Photo H-10). The sixth is situated on a grassy rise among trees to the southwest (Photo H-12).

Just north of the easternmost ball diamond are three asphalt tennis courts with high chain link fencing. Immediately north of the tennis courts is a grassy area with four horseshoe courts (Photo H-9). These courts are encircled with a concrete sidewalk. Wooden benches are provided on the east and west ends. From this eastern recreation section of the park, the view to the west is dominated by a steep grassy hill rising nearly 100' above the playing fields.

Recreational facilities continue into the northeastern quarter of the park. Just north of the horseshoe courts is a swimming pool with brick poolhouse and concession stand. The pool is surrounded by chain link fence (Photo H-8). The poolhouse is a flat roof, one-story structure with a pergola structure attached on the west towards the pool side. A canopy provides shade for park visitors on the concession (east) side. North of the pool is a large parking lot which provides egress from the park to Hyde Park Avenue. Just east of this parking lot is another ball diamond.

At the southwest corner of this parking lot is a very large oak tree, designated the "Liberty Tree 1776-1976" with a granite marker (Photo H-7). Near the Liberty Tree are restroom facilities, located in a one-story, rectangular brick structure with flat roof. At the northwest corner of this lot, Hyde Park Drive continues along the norther boundary of the park, travelling below the grade of the park in this section. It travels under a 56' steel span pedestrian bridge, which provides access to the park from the north (Photo H-13).

**10. HISTORIC LANDSCAPE INTEGRITY** Check and Describe.

<input type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input checked="" type="checkbox"/> Boundaries	<input checked="" type="checkbox"/> Use
<input checked="" type="checkbox"/> Spatial Relationships	<input checked="" type="checkbox"/> Topography	<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Scenic Qualities
<input checked="" type="checkbox"/> Vegetation	<input type="checkbox"/> Site Furnishings	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Adjacent Factors

**STATEMENT OF INTEGRITY** Describe the degree to which the overall historic landscape and its significant features are present today in their historic form. Explain the categories of integrity noted above and any others that apply.

Hyde Park retains its integrity in the areas marked on the survey form. As with all of the parks lacking the historic master plan however, it is impossible to determine whether it retains its integrity in one very important area - Design/plan. From early writings and descriptions, one can determine that the basic spatial relationships of use areas and the basic design intent remains.

The main distinction between this park and its historic form is the removal of the "zoo" and the new recreation facilities. It is unknown at this point how significant the animal enclosures were to the overall master plan for Hyde Park; its removal may not affect the integrity. At any rate, it appears that the animals were removed some time in the late thirties - still within the historic period of significance.

New playground equipment, swimming pool, and ball diamond facilities also should not become an integrity issue in Hyde Park. These are elements which are typically updated within parks. What is important is that the use areas retain their historic spatial relationships.

Hyde Park Drive appears to retain its integrity at least from the northwest corner to the "T" intersection. The park boundaries retain their integrity from the 1925 purchase and condemnation. The topography and grading are also representative of the historic period, with some being the result of the final sewer installations of the late 1920's and early '30's. The vegetation in the northwest quarter is mature, and the large section on the steep topography of the western half has been in a natural state since the park's acquisition.

**11. SIGNIFICANCE** Check the reasons the landscape is historically important.

<input checked="" type="checkbox"/> Association w/ Person, Group, Event	<input type="checkbox"/> Fine Craftsmanship
<input type="checkbox"/> Work of Recognized Master	<input checked="" type="checkbox"/> Time Sequence
<input type="checkbox"/> Important Artistic Statement	<input checked="" type="checkbox"/> Important Landmark
<input type="checkbox"/> Unique Regional Expression	<input type="checkbox"/> Particular Type
<input type="checkbox"/> Unique Materials	<input type="checkbox"/> Particular Time
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Other Verifiable quality
<input type="checkbox"/> Particular Style	
<input type="checkbox"/> Historic Significance in Landscape Design	

**STATEMENT OF SIGNIFICANCE** Explain categories of significance noted above.

Hyde Park is a significant resource for its association with the history and development of St. Joseph's park system, and for its role as the southernmost terminus in the system.

The inclusion of Hyde Park in the St. Joseph parks system was first recommended in Charles Mulford Robinson's report of 1910. George Kessler, in his 1912 Report to the Board of Park Commissioners, also envisioned a park at this site. However, at that time he was recommending a much smaller park than the existing one. At first, George Burnap had the same idea for Hyde Park. However, when the park system plans were again taken up in the 1920's, it was decided that more land was needed for Hyde Park. This was undoubtedly due to increased population growth in the surrounding area. The park board wanted to be able to provide park and recreation services for all sectors of the city. Politically, this was a necessity to ensure citywide voter support for the park bond issue.

The residents around Hyde Park weren't content for it to merely serve as the zoological showcase for the system. The newspapers of the time contain several demands from neighborhood groups wanting more recreational facilities in Hyde Park. Once installed, the paper noted their immediate popularity. Thus the park was not only the southern focal point of the system, but it also served an important role as a focus for the surrounding area by providing recreational amenities.

**12. SOURCES FOR INFORMATION** Note the sources used in this survey. Cite source, address, type of material.

X Local Repositories Newspaper Clipping Files, St. Joseph Parks Department, Krug Park. St. Joseph Public Library. Martin Thomas Files, St. Joseph Museum.

     Non-Local Sources of Documents

X Bibliography of Major Sources See **BIBLIOGRAPHY**, Summary Report.

**13. FORM PREPARATION**

Date July, 1991

Name(s): Deon K. Wolfenbarger Street Address: 9550 NE Cookingham Drive

City/Town: Kansas City State: Missouri zip Code: 64157 Phone: 816/792-1275



























**AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS: HISTORIC LANDSCAPES SURVEY  
NATIONAL SURVEY FORM**

**1. LANDSCAPE NAME**

Historic: King's Hill  
 Common/Current: King Hill Overlook

**2. LOCATION**

USGS Quadrangle: Acreage: 13  
 City/Town: St. Joseph County: Buchanan  
 Zip Code: State: Missouri  
 Congressional District: 6th UTM Coordinates:

**3. OWNER OF PROPERTY** If group or government agency give contact person.

Name/Contact Person: Parks & Recreation Department Phone: 816/271-5500  
 Bill McKinney, Director.  
 Street Address: 100 Krug Park Castle  
 City/Town: St. Joseph State: MO Zip Code: 64056

**4. LANDSCAPE TYPE** Check all that apply.

<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> Garden	<input type="checkbox"/> Commemorative	<input type="checkbox"/> Institution
<input type="checkbox"/> Residence	<input type="checkbox"/> Botanical	<input type="checkbox"/> Rural	<input type="checkbox"/> Streetscape
<input type="checkbox"/> Estate	<input type="checkbox"/> garden	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> City/Town
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input type="checkbox"/> Square/Commons	<input type="checkbox"/> Settlement
<input type="checkbox"/> Battlefield	<input type="checkbox"/> Cemetery	<input checked="" type="checkbox"/> Park system	<input type="checkbox"/> Enclave
<input type="checkbox"/> Fort	<input type="checkbox"/> Monument	<input type="checkbox"/> Water feature	
<input type="checkbox"/> Ceremonial	<input type="checkbox"/> grounds	<input type="checkbox"/> Farm	
<input type="checkbox"/> Other:			

Brief description of type: Scenic overlook

**5. LANDSCAPE STATUS** Check and describe as required.

Ownership:	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Other
Access:	<input type="checkbox"/> Unrestricted	<input type="checkbox"/> Restricted	<input type="checkbox"/> No access
Status:	<input checked="" type="checkbox"/> Safe	<input type="checkbox"/> Endangered	<input type="checkbox"/> Action Needed
		<input type="checkbox"/> Preservation Undertaken	

Further Information:

**6. LANDSCAPE ADDRESS AND BOUNDARY INFORMATION**

Specific location, streets and features comprising the boundary.

Entrance is from Southwest Parkway, south of Mansfield Road. Half mile drive leads to site roughly bounded by 1st Street on the east, Fleeman on the south, and Lookout on the west.

Repository of Legal Description, Courthouse/Registry of Deeds:

Recorder of Deeds, Buchanan County Courthouse

Contact Person:

Street Address: 505 Faraon Street

City/Town: St. Joseph

State: Missouri

Zip Code: 64501

Phone:

**7. REPRESENTATION IN OTHER SURVEYS** Check and give Details.

National Register

National Landmark

State Designation

Local Designation

Other

Title of Survey:

Depository of Survey Records:

In 1971, the St. Joseph parks system was designated a local historic landmark by the St. Joseph Landmark Commission. No records can be found in the Community Development Department of that designation. In 1971, the designation carried no restrictions and was strictly honorific.

In 1969, the King's Hill Archaeological Site was listed in the National Register of Historic Places.

**8. HISTORIC INFORMATION** Check, circle and complete.

- Original Landscape Architect/Designer/Planner/Creator Name(s)  
Charles Mulford Robinson
- Alteration or Addition Landscape Arch/Designer/Planner/Creator Name(s)  
George Kessler
- Gardener/Horticulturist Name(s)
- Builder/Engineer Name(s)
- Client/Community Leader Name(s)
- Date(s) of Construction: See Chronological Outline below.

**BRIEF CHRONOLOGY:** Indicate pertinent facts about construction, subsequent changes, events, notable occurrences; include social and cultural factors.

**CHRONOLOGICAL OUTLINE**

- 1910 Charles Mulford Robinson's report recommends the site for park use.
- 1912 George Kessler's plans for a parks system in St. Joseph recommend a park connected by a boulevard/drive at this site.
- 1920 Alley land vacated in King Hill Addition.
- 1921 Land condemned for a roadway leading from Southwest Parkway to the hill.
- 1927 A contract between the St. Joseph Water Company and the parks department allows for park use on the site.  
  
Road constructed on the Water Company's property on King Hill.
- 1928 Bridge constructed which permits travel to top of hill.
- 1929 Cave-ins and earth slides hamper construction of road around hill.
- 1931 Additional land purchased to continue building roadway.
- 1969 King's Hill Archeological Site is listed in the National Register of Historic Places.

## NARRATIVE

King Hill has the historical reputation of being variously an Indian look-out spot, meeting place, and burial ground. It was named for John King, a fur trader and trapper for Joseph Robidoux. Prior to the development of any park plans for St. Joseph, the land was used as the south side reservoir for the water department. Due to their high locations, excellent viewpoints, and public ownership, it was only natural that water company sites were often considered for park property.

Charles Mulford Robinson describes King Hill as one of "the three hills" in his 1910 report. These hills were park sites in the "inner zone" of parks. By the time of his report, the water company had already offered the use of the land for park purposes. Robinson felt that the site was ideally situated for a park, especially since it was surrounded by crowded homes of the stockyard and packing house workers (Photo KH-10). "If a social worker with fairy wand that would grant him any single wish . . ., doubtless his wish would be for just such a hill as this".

Robinson's recommendation for using the water company's site as park land included expanding the acreage and removing or altering the existing feature - an "unescapable dominating soap sign" (Photo KH-11).

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

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

It wasn't until 1927 that the arrangements were finally completed with the St. Joseph Water Company. In the meantime, the grading of the roadway spur into King Hill was completed in 1926. At first, the plans only called for the road into the park to go to the base of the hill. Later it was decided to construct a spur up to the top of the hill itself. The Barbara Street bridge, built in 1928, finally permitted vehicular travel to the top of the hill. Until that time, a footpath was the only access. Cave-ins and earth slides in 1929 delayed completion of the drive, which was to be one-way around the hill. Eventually, the road was changed to two-way and constructed around one side of the hill only.

Additional land was purchased for \$800.00 in 1931 in order to continue building the road. During the final construction phase of the roadway in the 1930's, the summit of the hill was lowered by several feet.

In 1969, the King's Hill Archeological Site was listed in the National Register of Historic Places. It contains important artifacts concerning the Kansa tribe.

**9. DESCRIPTION** Check and describe.

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

**EXISTING CONDITIONS:** Begin with overall description, then note specifics. Emphasize landscape features. Attach plan as appropriate. Include photographs of significant views and features with location and direction of view noted on plan.

King Hill Drive, the approach leading to the park, is off of Southwest Parkway, just south of the intersection with Mansfield Drive. King Hill Drive, one half mile long, leads west towards King Hill Overlook which is situated at approximately 1st Street. Park records indicate a total of 13 acres, but only about four and a half are at the actual overlook.

King Hill Drive is lined with deciduous shade trees (Photo KH-1). There is no residential driveway access to the street, although 4th and 5th Street do intersect with the drive. There is a concrete bridge over 2nd Street, with simple square rails, posts, and concrete cap (Photo KH-2). Just past the bridge, the drive curves around the hill first to the southwest, then to the northwest, then back around to the southwest in an "S" fashion (Photo KH-3, 4). At the point where the driveway curve begins just past the bridge, dirt vehicular tracks lead straight (west) up the hill. Nearing the top of the hill, a concrete retaining wall on the west side of the drive rises several feet (Photo KH-5).

At the top of the overlook, the drive circles around to form a large parking lot. The west edge of the parking lot is edged with limestone boulders (Photo KH-7). At the very north end of the lot/drive, a free-standing limestone wall is constructed (Photo KH-6). A flagpole sits in the middle of the parking lot.

The site is still used by the water company, and two very large, circular water storage tanks are situated to the southeast of the parking lot, at a slightly lower elevation (Photo KH-9). A road leads to the tanks from the lot, and is lined with metal poles. Also located on the overlook is a transmission tower.

Except for the drive, parking lot, and water tank area, the entire site is covered with trees. The lower portion of the hill (just west of the bridge) has had the underbrush cleared out and grass installed.

The view from the top of the overlook is quite extensive (Photo KH-8). In addition to most of the industrial section of St. Joseph, southward one can view Atchison, and northward one can see many miles.

Although little development exists at the site, it does not appear to be as well maintained as the rest of St. Joseph's parks. Graffiti covers the concrete retaining wall. The limestone wall has been poorly patched with concrete.

Situated within the boundaries of the King Hill Overlook is the King's Hill Archeological Site, which has been listed on the National Register of Historic Places. It is located on the slope of the hill, near the crest. Some of the site has been professionally excavated. Artifacts found from the Kansa tribe were proved to be significant.

**10. HISTORIC LANDSCAPE INTEGRITY** Check and Describe.

<input type="checkbox"/> Design/Plan	<input type="checkbox"/> Design Intent	<input type="checkbox"/> Boundaries	<input type="checkbox"/> Use
<input type="checkbox"/> Spatial	<input type="checkbox"/> Topography	<input type="checkbox"/> Architectural	<input type="checkbox"/> Scenic
<input type="checkbox"/> Relationships	<input type="checkbox"/> Site	<input type="checkbox"/> Features	<input type="checkbox"/> Qualities
<input type="checkbox"/> Vegetation	<input type="checkbox"/> Furnishings	<input type="checkbox"/> Circulation	<input type="checkbox"/> Adjacent Factors

**STATEMENT OF INTEGRITY** Describe the degree to which the overall historic landscape and its significant features are present today in their historic form. Explain the categories of integrity noted above and any others that apply.

King Hill Overlook retains its historic landscape integrity in the areas marked on the survey form. A plan for the site was printed in the News Press at the time of the bond issue. It reveals a circular parking area at the base of the hill. This plan was abandoned by 1927, when a spur was constructed so that autos could reach the top of the overlook. Thus the circulation system and the original design for King Hill was not executed exactly as planned by George Burnap. However, the design intent and use today remain the same as when both Kessler and Burnap envisioned the site.

While the scenery from the top of the hill is not identical to the historic period, the breathtaking view remains the same. The steep topography as well has not been altered. The vegetation has been little altered from the historic period.

**11. SIGNIFICANCE** Check the reasons the landscape is historically important.

<input type="checkbox"/> Association w/ Person, Group, Event	<input type="checkbox"/> Fine Craftsmanship
<input type="checkbox"/> Work of Recognized Master	<input type="checkbox"/> Time Sequence
<input type="checkbox"/> Important Artistic Statement	<input type="checkbox"/> Important Landmark
<input type="checkbox"/> Unique Regional Expression	<input type="checkbox"/> Particular Type
<input type="checkbox"/> Unique Materials	<input type="checkbox"/> Particular Time
<input type="checkbox"/> Cultural Significance	<input type="checkbox"/> Other Verifiable quality
<input type="checkbox"/> Particular Style	
<input type="checkbox"/> Historic Significance in Landscape Design	

**STATEMENT OF SIGNIFICANCE** Explain categories of significance noted above.

King Hill Overlook is significant in the development of the St. Joseph parks system. Although the tract was publicly owned and had been offered to the city for park use, it took the recommendations of three out-of-town professionals before it was developed as a park.

Robinson felt it was one of three key sites in his "inner zone" of parks. It was an important site to Robinson not only because of its views, but because of the respite it offered to the workers who lived in crowded conditions below the hill. Kessler's experience in developing the park system in Kansas City and other river towns had showed him the popularity of scenic overlooks. George Burnap agreed with Kessler, and also included King Hill in his plans.

Unlike the park sites in Kansas City which provide scenic views of the river, the King Hill site did not provide much acreage for any additional development. The St. Joseph Water Company obviously only acquired enough land to suit their purposes for a reservoir. Also, the water company retained ownership of the land, although the parks department is allowed to utilize it for recreational purposes. Thus while the ownership of the site by the water company has made the land available for park purposes, it also somewhat prevented it from being developed to its full potential. It still remains an important landmark in the park system. It represents one of the many ways in which the Parks Board acquired land for use by St. Joseph citizens.

12. **SOURCES FOR INFORMATION** Note the sources used in this survey. Cite source, address, type of material.

**Local Repositories** Newspaper Clipping Files, St. Joseph Parks Department, Krug Park. St. Joseph Public Library. Martin Thomas Files, St. Joseph Museum.

**Non-Local Sources of Documents**

**Bibliography of Major Sources** See **BIBLIOGRAPHY**, Summary Report.

13. **FORM PREPARATION**

Date July, 1991

Name(s): Deon K. Wolfenbarger Street Address: 9550 NE Cookingham Drive  
City/Town: Kansas City State: Missouri Zip Code: 64157 Phone: 816/792-1275























**AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS: HISTORIC LANDSCAPES SURVEY  
NATIONAL SURVEY FORM**

**1. LANDSCAPE NAME**

Historic: Krug Park  
Common/Current: Krug Park

**2. LOCATION**

USGS Quadrangle: Acreage: 161.8  
City/Town: St. Joseph County: Buchanan  
Zip Code: 64506 State: Missouri  
Congressional District: 6th UTM Coordinates:

**3. OWNER OF PROPERTY** If group or government agency give contact person.

Name/Contact Person: Parks & Recreation Department Phone: 816/271-5500  
Bill McKinney, Director.

Street Address: 100 Krug Park Castle  
City/Town: St. Joseph State: MO Zip Code: 64056

**4. LANDSCAPE TYPE** Check all that apply.

<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> Garden	<input type="checkbox"/> Commemorative	<input type="checkbox"/> Institution
<input type="checkbox"/> Residence	<input type="checkbox"/> Botanical	<input type="checkbox"/> Rural	<input type="checkbox"/> Streetscape
<input type="checkbox"/> Estate	<input type="checkbox"/> garden	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> City/Town
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input type="checkbox"/> Square/Commons	<input type="checkbox"/> Settlement
<input type="checkbox"/> Battlefield	<input type="checkbox"/> Cemetery	<input checked="" type="checkbox"/> Park system	<input type="checkbox"/> Enclave
<input type="checkbox"/> Fort	<input type="checkbox"/> Monument	<input type="checkbox"/> Water feature	
<input type="checkbox"/> Ceremonial	<input type="checkbox"/> grounds	<input type="checkbox"/> Farm	
<input type="checkbox"/> Other:			

Brief description of type:

**5. LANDSCAPE STATUS** Check and describe as required.

Ownership:	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Other
Access:	<input type="checkbox"/> Unrestricted	<input checked="" type="checkbox"/> Restricted	<input type="checkbox"/> No access
Status:	<input checked="" type="checkbox"/> Safe	<input type="checkbox"/> Endangered	<input type="checkbox"/> Action Needed
		<input type="checkbox"/> Preservation Undertaken	

Further Information: Closed between midnight and 6 a.m. No restrictions at other times.

**6. LANDSCAPE ADDRESS AND BOUNDARY INFORMATION**

Specific location, streets and features comprising the boundary.

Few streets serve as boundaries. Primarily in the north half of Section 32, Township 32N, Range 35W. West of St. Joseph Avenue, in the northwest corner of the current city boundaries.

Repository of Legal Description, Courthouse/Registry of Deeds:

Recorder of Deeds, Buchanan County Courthouse

Contact Person:

Street Address: 505 Faraon Street

City/Town: St. Joseph

State: Missouri

Zip Code: 64501

Phone:

**7. REPRESENTATION IN OTHER SURVEYS** Check and give Details.

National Register

National Landmark

State Designation

Local Designation

Other

Title of Survey:

Depository of Survey Records:

In 1971, the St. Joseph parks system was designated a local historic landmark by the St. Joseph Landmark Commission. No records can be found in the Community Development Department of that designation. In 1971, the designation carried no restrictions and was strictly honorific.

8. **HISTORIC INFORMATION** Check, circle and complete.

- Original Landscape Architect/Designer/Planner/Creator Name(s)  
 Alteration or Addition Landscape Arch/Designer/Planner/Creator Name(s)  
George Burnap  
 Gardener/Horticulturist Name(s) Rudolph G. Rau  
 Builder/Engineer Name(s)  
 Client/Community Leader Name(s)  
 Date(s) of Construction: See chronological outline below.

**BRIEF CHRONOLOGY:** Indicate pertinent facts about construction, subsequent changes, events, notable occurrences; include social and cultural factors.

**CHRONOLOGICAL OUTLINE**

- 1890 20 acres donated from Henry & Louisa Krug, & William Krug
- 1902 Officially open to public. Stone gateway nearly completed.  
Krug Park Cannon purchased by Superintendent Rau.
- 1910 Charles Mulford Robinson's report to the Ad Club recommends expansion of park.
- 1912 Superintendent Rau completed entrance flower bed plans.  
George Kessler's report to the Park Board urges expansion of park.
- 1914 32 acre gift from Henry Krug Jr. & Selma Krug
- 1918 "Robidoux cabin" was dismantled and restored.
- 1919 11th or Clark Street & Myrtle Avenue (entrances to Krug Park) place under control of Park Board.  
New pedestrian entrance started.  
New plans for Krug Park approved by Park Board.
- 1922 Children's circus completed.
- 1925 Grading for Krug Park Bowl completed.
- 1926 Construction of Bowl completed.
- 1928 6 acre gift from Henry Krug Jr. & Selma Krug.

- 1928 Krug Park roadway paved.  
Lagoon nearly completed; east wall concrete and stone wall in place.
- 1929 Curbs & inlets constructed in entrance. Picnic area in southwest corner open. Stone tunnel at south boundary completed.
- 1932 Driveways constructed through "Circular Greeting".
- 1936 Old stone entrance, "Krug Park Towers", demolished.  
100 acre gift from Henry Krug Jr. as a memorial to his wife.  
Purchased .94 acre tract adjoining Krug Park from Agnes Kennedy.
- 1937 Stage for Krug Bowl to be constructed as WPA project.
- 1939 Installed sidewalks and area lighting.  
State WPA officials approved plans for 28 acre lake west of Bowl (never constructed).
- 1942 Krug Park Cannon sold for scrap.
- 1944 Sunken garden area "revamped".
- 1952 New picnic area at top of slope completed.
- 1953 Resurfaced areas in Krug Park.  
Hired architectural firm of Eckel & Aldrich for rehabilitation of Children's Circus/Playground.
- 1954 Krug Drive resurfaced.
- 1955 Restroom facilities constructed, Eckel & Aldrich architects.
- 1956 Rehabilitation of Children's Circus, new restrooms and repairs to refectory.

### NARRATIVE

Krug Park is often referred to as St. Joseph's oldest park. While other areas were given for public use earlier, it is true that Krug Park was the first public outing area under the jurisdiction of the board of park commissioners which received public expenditure. As such, it was "developed" before any other parks. On February 26, 1890, Henry and Louis Krug, with William Krug, donated 20 acres to the City for use exclusively as a park, on the

conditions "that no intoxicating liquors shall ever be kept, sold or disposed of in or upon said premises . . . nor shall any gambling or gambling devices be permitted". The City was to keep the park in good condition, under police control, and expend annually at least \$2000.00 under the direction of the park commissioners.

Early plans of Krug Park are not available, but from narrative sources it appears that the City quickly spent in excess of the required \$2000.00 per year. As St. Joseph's only developed public space, Krug Park became the "catch-all" for everything that the public seemed to desire. Park Superintendent Rudolph G. Rau seemed particularly fond of flower displays and formally designed beds, and Krug Park boasted many such spectacular displays (Photos K-1a, K-1b). It also had at one time a zoo, greenhouses, botanical gardens, gazebos, the Robidoux cabin, a fountain, and a lily pond.

Krug Park was officially open to the public on May 6, 1902. The impressive stone gateway was just nearing completion at that time (Photo K-2). The conservatory, which had been constructed at least since 1900, was a very popular spot for park visitors during this period (Photo K-3). Alligators were kept in the pond in front of the conservatory, and several other exotic animals were housed around the park. Old war cannons were moved to the park, and (as the result of a hoax) so was the so-called "Robidoux cabin". A reporter in need of a story saw an old cabin being torn down, and claimed that it belonged to the town's founder, Joseph Robidoux. As a result, the cabin was moved to Krug Park and maintained for many years.

At the time Charles Mulford Robinson was brought to St. Joseph by the Ad Club, the city had only two larger "pleasure grounds" - Krug Park and Bartlett Park. Both were approximately twenty acres each, which in Robinson's mind was far too small to serve their purpose. As Bartlett Park was still undeveloped, this was most evident in Krug Park. Robinson's own words best explain his impression of Krug Park in 1910.

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

His obvious recommendation was for the expansion of Krug Park, although he felt only a "relatively small addition . . . to the north of the northwestern portion" of the existing twenty acres. "That tract forms an amphitheatre, the hills framing the picture from the little lake, and on their summit offering lovely cross-country views, westward to the standpipe of the waterworks . . ." (Photo K-4)

When George Kessler was hired as the consulting landscape architect for the board of park commissioners, his main duty was to recommend an entire system of parks connected by parkways and boulevards. Records discovered to date indicate that he focused on the park system. No park master plans have yet been revealed, except for Prospect Park (which Kessler felt to be a key element of his overall plan). Kessler did however, comment on the current conditions at Krug Park in his recommendations presented in the 1912 annual report of the board of park commissioners. He felt that the topography of Krug Park did not permit a large enough area of level ground "for even the ordinary pleasure grounds as distinguished from the distinctive playground." In order for the park to serve a greater number of the population, he recommended acquiring some land at least to the north of the existing park. As Kessler put it, "Fortunately the donors of the present park, after whom it was named, are the owners of the property to be included and they are citizens of the highest type."

The Krugs did prove to be the type of citizens that Kessler imagined, as in 1914 Henry Krug Jr. and Selma Krug donated 32 acres. This included land to the west as well as to the north (Map K-1). It is fortunate that the Krugs were able to donate the land at this time, as the board of park commissioners had its hands full fighting the court battles over the condemnation of Prospect Park. This eventual loss in the courts, coupled with the outbreak of World War I, slowed most development of the park system in St. Joseph. However, due to the expansion through donated land, Krug Park was set to become the showcase of the new park system as envisioned by the next designer, George Burnap in 1918. Burnap was the landscape architect who worked on not only the plan for the entire park system, but the master plan for Krug Park, the Children's Circus, and the architectural plans for the refectory (now called the Castle).

Burnap's goal was to convert Krug park into a recreation spot, something which it formerly could not provide due to its rugged topography. With the addition of acreage, Burnap was able to provide more places for outdoor recreation. The entrance was changed, and the greenhouses and zoo were removed. An irregularly shaped lagoon was to be placed in the vicinity of the greenhouses, and an outdoor stage and natural amphitheater in the area where the animals were kept. Vehicular drives, pedestrian walkways, courts for games, a refectory, picnic areas, and a children's circus were also features of his grandiose plan (Map K-2). Much of what was featured in Burnap's plan was eventually designed (compare Map K-2 to K-3). Lacking are the rental cottages for workers on the north, and tennis and game courts on the southwest.

J.H. Barnes, then superintendent of parks, commented in a public meeting presenting these plans that "There is nothing of a permanent nature connected with Krug Park. All that can be utilized are the natural advantages afforded. Under present plans, the park will be completely rebuilt." It is not surprising, however, that there were some detractors to Burnap's plans, especially considering the previous sentiment against the parks just a few years earlier. An editorial in a St. Joseph newspaper in 1919 called for readers to rally against the plans. They especially seemed to dislike the artist's renderings of the proposed park (which were not executed by Burnap), saying that the drawings had "ghastly colors and

grotesque figures in horrible and humorous combinations". They saved most of their venom for Burnap however.

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

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

The entrance to the park was changed in 1927-1928. Most of the lagoon and its accompanying stonework were completed by 1928. Although the depression halted much work on the park system, by that time much of Burnap's plans had already been constructed in Krug Park. The drive system including a circular entrance, the pedestrian entrance and walks, the lagoon, Children's Circus, and Krug Park Bowl (also referred to as a "peace memorial" by Burnap). The refectory was constructed, but never completed and put into its original planned use (see continuation sheets).

Krug Park's boundaries were further expanded in 1928 when the Krugs donated a 6 acre tract adjoining the southwest corner of the park, and again in 1936 when 100 acres were donated in memory of Selma Krug to the northwest (Map K-1). An additional .94 acre tract containing a quarry was purchased from Agnes Kennedy in 1936, and another 2.34 acres condemned at some other time. At this point, it appears that some records of acquisition are still missing for certain portions of Krug Park. Since the 1950's, new restrooms and picnic shelters have been added. Development in the 100 acre tract has been limited to recently constructed parking lots and a small outbuilding for the horseback riding operation.

**9. DESCRIPTION** Check and describe.

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

**EXISTING CONDITIONS:** Begin with overall description, then note specifics. Emphasize landscape features. Attach plan as appropriate. Include photographs of significant views and features with location and direction of view noted on plan.

Due to land acquisitions over the years, primarily as gifts, Krug Park today is an irregularly bounded property of approximately 161 acres. The main entrance to the park is from Krug Drive on the east, a short boulevard lined with maples leading from St. Joseph Avenue on the east to the eastern boundary of Krug Park. The vehicular entry consists of a circular entrance which directs traffic one way to the right, or north. The curving drive through Krug Park remains one-way throughout the entire park (Map K-3).

Immediately to the west of the circular entrance is the lagoon (Photo K-4). The lagoon is an irregularly bounded water feature with native limestone arranged in a naturalistic manner around its edges (Photo K-5), except for around the circular entrance which has a metal railing (Photo K-18). The lagoon covers approximately 3.5 acres, and has a maximum depth of around 4.5 feet. Ducks and fish are fed by the public in the warm weather months, and it is used for ice skating in the winter. The paddleboat dock is at the western edge of the lagoon (Photo K-19), and in wet weather, water falls from a limestone "cliff" at the northernmost tip (Photo K-6).

A combination of cast iron fencing and random ashlar quarry-faced limestone walls are on the eastern boundary along Clark Street. From Clark Street are both the major pedestrian entrance and a parking lot. The pedestrian entrance features quarry-faced limestone slabs forming steps up to a concrete pad backed by a low stone wall to the west (Photo K-7). The wall has low square stone pillars on either corner and a stone plaque with the words "Krug Park". From that entrance pad, pedestrians can either turn to the south and west up towards the Children's Circus (Photo K-10), or to the north and west under a stone bridge, leading eventually to the lagoon (Photos K-8, 9). The path to the south and west has been largely covered by grass, although some stone steps still remain. There are very large deciduous and evergreen tree specimens in this southeast corner of Krug Park. The path to the north is newer poured concrete. The asphalt parking lot off of Clark Street has two small interior grass areas with concrete edging, but is finished on the west with a low limestone wall (Photo K-8). The elevation of the parking lot is much lower than the area immediately to the west. That, coupled with plant materials along the drive, renders the parking lot nearly invisible from the rest of the park.

Krug Drive is a curving, one-way drive which leads from the circular entrance through the majority of that portion of the park which was under control of the park board by 1928. At the northernmost bend in the drive is a lot fenced in for buffalo (Photo K-12). The area is surrounded with chain link fence. No grass remains in the small lot, although there are a few trees.

Additional parking areas are found west of Krug Bowl (Map K-3). An extension leading west follows a ridge which provides a lookout over much of the surrounding landscape. A circular turn-around and parking area contains the highest elevation in the park. Another parking area contains grass dividing strips. To the west are two small structures which provide the starting point for the horse trails. A small storage shed with extended shed roof has rough log siding (Photo K-20), and another open shed supported by poles provides the waiting area for horse and rider. The trail leads west from these structures down to lower elevations (Photo K-21). To the southeast of the horseback riding area is another lot bounded by chain link fencing for animals. Currently, cattle are being kept here.

Krug Bowl is situated west of the lagoon in a partly man-made depression which rises to the west, north, and south. From Krug Drive on the west, the ground slopes down approximately twenty feet in a semi-circular pattern to a level area about fifty feet wide (Photo K-13). At the eastern edge of this level area is a stone retaining wall with clipped yew hedges in front (Photo K-14). The ground again then slopes down another thirty feet in elevation to the built seating area. This portion of the amphitheater/bowl has a concrete pad with plastic molding seating on metal poles (Photo K-15). The stage itself is concrete with a semi-circular stone retaining wall. Tall wood panels flank either side of the stage, which is flanked in the rear (east) with a modernistic, geometric concrete building topped with two metal poles (Photos K-14, 15, 16). Behind the stage, the eastern edge of the Krug Bowl structure has a concrete balcony with metal railing overlooking the garden area and lagoon to the east (Photo K-16). The elevation of the ground drops on the eastern side of the structure, revealing a lower story which contains several doors leading to rooms below the stage (Photo K-16). Steps lead around from each side of the stage to this lower area. Pedestrian paths also lead from the amphitheater westward to Krug Drive.

North of Krug Bowl and south of Krug Drive is an area of mature pine trees. To the east of Krug Bowl is a formal garden area, planted primarily in roses. In 1990, a circular wooden gazebo and four wood pergola structures were added to the formal garden. South of the garden is an asphalt path leading from Krug Bowl to the southern edge of the lagoon. The southern edge of the path has a stone retaining wall (Photo K-17).

The picnic area is contained in high ground in the southernmost bend of Krug Drive (southwest of Krug Bowl, see Map K-3). The picnic area has several picnic tables, ovens, playground equipment, restroom facilities, and two picnic shelters (Photos K-23, 24). All of these features are of modern construction (1950's or later). The picnic shelters are rectangular with hip roofs supported by simple square posts with angled supports. Lighting of a historic appearance is found in the picnic area (Photo K-22), but a construction date could not be found. The lights along Krug Drive and in most of the park are of a modern

design (Photo K-25). In many places along Krug Drive, large stone boulders are placed along the edge of the roadway (Photo K-25).

Another entrance to the park is found off of 6th Street in the southwest corner of Krug Park. This entrance features stone columns and iron fencing forming a gate. This gate was closed during each site visit of the survey.

A tunnel of coursed rubble construction provides a large, arched opening for Krug Drive to go under from the picnic area around to the Castle, formerly the Refectory (Photo K-26). Immediately to the north of the Castle is a tall, curving random ashlar stone retaining wall, topped with an iron fence (Photo K-27). Another stone tunnel leads under the Castle itself to a small parking area to the south (Photo K-29). Southwest of the Castle is the Children's Circus, and semi-circular area bounded on the east with a pergola (Photo K-32). See separate continuation sheets for further description of both the Castle and the Children's Circus.

The majority of acreage in Krug Park, which is contained in the 1936 100 acre gift from Henry Krug Jr., is still in a natural state. Native vegetation and steep topography are the primary features of this portion which lies northwest of the developed sections of Krug Park. In the developed areas, a combination of mature deciduous and evergreen trees are arranged in a naturalistic manner. A number of sugar maples line Krug Drive, providing for a spectacular fall color display.

**10. HISTORIC LANDSCAPE INTEGRITY** Check and Describe.

<input checked="" type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input checked="" type="checkbox"/> Boundaries	<input checked="" type="checkbox"/> Use
<input checked="" type="checkbox"/> Spatial Relationships	<input checked="" type="checkbox"/> Topography	<input checked="" type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Scenic Qualities
<input checked="" type="checkbox"/> Vegetation	<input type="checkbox"/> Site Furnishings	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Adjacent Factors

**STATEMENT OF INTEGRITY** Describe the degree to which the overall historic landscape and its significant features are present today in their historic form. Explain the categories of integrity noted above and any others that apply.

Krug Park overall contains a great deal of integrity in the categories marked under Item 10. Much of this integrity remains from the master plan as laid out by Burnap in 1919 (Map K-2). The spatial relationships of the major activity/designed areas, such as the lagoon, Castle, Children's Circus, amphitheater, etc. remain the same (Map K-3). Except for the court areas which were never constructed, Krug Park still serves the primary design intent, usage, and activities planned by Burnap.

The circulation system is nearly identical to Burnap's plan, except in a few areas. Side roads and pedestrian walkways which led to areas which were never constructed, such as the worker's cottages and courts, were obviously never built. Also, Krug Drive was expanded into the small parcel to the southwest which was donated in 1928 (Map K-1). The major loss of integrity from Burnap's plan for the circulation system lies in the short section of Krug Drive leading into the circular entry on the east. At this point, it is not known how much of that plan was never constructed, and how much has been altered over the years. The remainder of the vehicular drive is identical, except for naturally the paving material. The pedestrian entrance on the east and walkways also retain a high degree of integrity of design and location. Many of the walks have had their materials altered however.

The property boundaries are intact from 1936. There has been no loss of park property. Thus the scenic qualities from within the park remain from the historic period. In addition, Krug Park still provides some of the best views of St. Joseph, although naturally the skyline appearance has changed over the years. The topography also retains its integrity from the historic period. The only recent additions which have required grading are the two parking areas, one off of Clark Street, and the other west of Krug Bowl. The area west of Krug Bowl has, for the most part, taken advantage of the existing topography. The parking area off of Clark Street was placed slightly below grade. This however, was an intended part of the design as it has placed the parking lot out of sight from the general park visitors on the higher elevations.

Krug Bowl, although having the appearance of being sited in a natural amphitheater, actually required a great deal of grading in its construction. While it was located in somewhat of a natural bowl, the design requirements of Burnap's plan dictated additional grading. The bowl retains its integrity of topography from the grading completed in 1925. However, according to historic photos and descriptions of the period, the other

architectural structures associated with Krug Bowl are not from the construction period of the 1920's. Additional information is required on exact construction dates, architect, etc. before further analysis on the integrity of the Krug Bowl structures can be completed.

Without specific planting plans, it is difficult to assess the integrity of vegetation. However, the size and apparent age of many specimens indicate that much vegetation remains from the historic period of development. The area which has probably undergone the most alteration in vegetation is the formal garden, east of Krug Bowl. As no development has taken place in the 100 acre tract donated in 1936, the native vegetation there obviously retains its integrity.

Few historic site furnishings remain. It is not known whether the lights in Photo K-22 are historic or are reproductions. New street-type lights are located along Krug Drive.

11. **SIGNIFICANCE** Check the reasons the landscape is historically important.

<input type="checkbox"/> Association w/ Person, Group, Event	<input checked="" type="checkbox"/> Fine Craftsmanship
<input checked="" type="checkbox"/> Work of Recognized Master	<input checked="" type="checkbox"/> Time Sequence
<input checked="" type="checkbox"/> Important Artistic Statement	<input checked="" type="checkbox"/> Important Landmark
<input type="checkbox"/> Unique Regional Expression	<input checked="" type="checkbox"/> Particular Type
<input type="checkbox"/> Unique Materials	<input type="checkbox"/> Particular Time
<input checked="" type="checkbox"/> Cultural Significance	<input type="checkbox"/> Other Verifiable quality
<input checked="" type="checkbox"/> Particular Style	
<input type="checkbox"/> Historic Significance in Landscape Design	

**STATEMENT OF SIGNIFICANCE** Explain categories of significance noted above.

Krug Park is a significant resource for its association with the history and development of St. Joseph, as a work of landscape architect George Burnap, and as an example of a particular style of type and design of a park.

As the only park in St. Joseph for which the original master plan of Burnap was located, Krug Park will thus stand to serve as Burnap's best example of park site design in this city. Should plans for the other parks surface, it may be that those parks would serve as better examples of Burnap's talents. However, as Krug Park was St. Joseph's largest park, and as it received the greatest amount of development funding during Burnap's tenure as landscape architect, it is likely that Krug Park is the best representation of Burnap's work in St. Joseph.

To date, little has been uncovered regarding Burnap's work in other cities (see Summary Report). However, his most significant design while working for Office of Public Buildings and Grounds was Meridian Hill Park. Burnap was heavily influenced by Italian formal gardens in his design for Meridian Hill, and Krug Park reflects this continuing influence. The vehicular entry from the east and the original design for Krug Bowl, the Children's Circus, and the architectural style for the Castle are all derivative from Italian styles. However, it is interesting to note that portions of the park design are associated with the American Romantic style of landscape design. The curving design of the circulation system and the irregular borders of the lagoon reflect the influence the naturalistic designs typical of the Olmstedian school of thought. The numerous examples of naturalistic stone work may or may not be as a result of Burnap's plan. It is known that the depression stopped a lot of construction work in Krug Park, and that all of Burnap's plan was never completed. Several WPA construction projects were completed in Krug Park, and the many examples of stone work may date from that period. Without specific construction detail plans from either Burnap's design or the WPA period, it will be impossible to assess the true significance of this work. Nonetheless, while Burnap employed a formal park style for some of Krug Park, he also employed some natural design features into the park. Combined with the typical work found from WPA projects, Krug Park today is a unique combination of formal and naturalistic park design which is reflective of changes which occur over the life of a park.

Krug Park is also significant in the cultural history of St. Joseph as its first developed park. While other park land was donated to the city earlier, Krug Park appears to be the first park site on which large sums of public money was expended for development. While the city of St. Joseph was struggling over its legal right to acquire and fund a park system, the Krug family continued their donations of land. It is probable that the large gifts of the Krugs received enough public attention that they encouraged other families to donate park land. Many other parks thus got their start with donated tracts of land.

As an example of an urban pleasure park, Krug Park remains significant today for providing the same types of recreation as was intended by Burnap. Other parks with level ground were more suitable for active recreation. Krug Park was a destination park - a place where the family went for passive activities such as picnicking and enjoying the scenery. In today's active and "on-the-go" society, Krug Park may seem somewhat of an anachronism. However, the large number of St. Joseph citizens which can be found there in any season are testimony that this type of park still has a place in a urban park system.

**12. SOURCES FOR INFORMATION** Note the sources used in this survey. Cite source, address, type of material.

X Local Repositories

Newspaper Clipping Files, St. Joseph Parks Department, Krug Park. St. Joseph Public Library. Martin Thomas Files, St. Joseph Museum.

\_\_\_ Non-Local Sources of Documents

X Bibliography of Major Sources

See **BIBLIOGRAPHY**, Summary Report.

**13. FORM PREPARATION**

Date July, 1991

Name(s): Deon K. Wolfenbarger Street Address: 9550 NE Cookingham Drive  
City/Town: Kansas City State: Missouri Zip Code: 64157 Phone: 816/792-1275

## THE REFECTORY

### KRUG PARK Continuation Sheets

#### 8. HISTORIC INFORMATION

The Refectory, known today as The Castle, was initially designed in 1919 by George Burnap. However, most of the construction took place in 1922, and Burnap completed additional detail plans for the structure in 1922 and 1923. Although a sign situated on the structure today calls Burnap a Washington, D.C. architect, he was a landscape architect, and (as noted in the section on Krug Park history) was responsible for the redesign of Krug Park. Burnap's extensive education and training however, gave him the background necessary to design structures appropriate for parks. In fact, in his 1916 book Parks: Their Design, Use, and Equipment, he felt quite strongly that a landscape architect was the only professional capable of bringing all the divergent elements of park design, both natural and "artificial", together.

In this book, he discusses at length the many types of features which are needed in a recreation park. Introducing "artificial attractions" as he refers to them, are the "next step following adequate development of all natural features of interest". There were many features which he felt fell into this category, including "enumerated architectural motifs of tea houses and refectories, shelters, pavilions, ornithological and pathological exhibits", etc. He was careful to warn against including too many "artificial attractions", as this would make a park resemble an amusement park. However, he felt that a recreation park "must have sufficient of interest to forestall such remarks as "its's a big place but nothing special there," without by any possibility offering such a multiplicity of features as to become wearisome and confusing, and to register as a beach resort or amusement park."

With this in mind, it is obvious why Burnap designed such an elaborate structure for Krug Park, which contained (as a sign on the structure today notes) "revolutionary concepts" for St. Joseph. The original plans called for a restaurant with an aviary, as well as a recreations hall with a performing stage. The idea for the aviary is referred to in his book as well. Burnap felt that exhibits in parks "should be limited to those that relate directly to or serve the interests of, the park. Ornithological and entomological collections are very pertinent interests in parks. . . ." and were "not as expensive to get together as would be supposed, and are vastly more appropriate in such location than historical or art collections". He was also adamant about providing places for eating. "One of the well-developed facilities of European park design which should by all means be introduced in this country is that of places of refreshment." Restaurants were not common features in parks, then or now, and certainly were not as abundant in general. This too, then, was an unusual feature for Krug Park. Also somewhat unusual for the times was the inclusion of restrooms, or "comfort stations". As Burnap noted, "Of the greatest importance in the matter of park facilities is that of the public comfort station. This is a park need that can be neglected only with grave peril". Obviously during that period, either a false sense of

modesty or just plain neglect on the part of designers left most people of that period without public conveniences. Burnap's plan for the Refectory included this important feature.

For the style of the Refectory, Burnap chose the Italian Renaissance style. While he felt that buildings constructed within small parks should reflect the styles of the surrounding buildings, "more liberty may be granted in the architecture of large parks. There the buildings are beyond the influence of street architecture, and therefore may be designed as units in themselves, or as relating only to other units of park architecture." He felt quite strongly that architecture within parks need not be frivolous or overly rustic, and should in fact reflect some dignity.

. . . free standing buildings, such as pavilions, tea houses and park restaurants, may be left quite to the will of the architect - provided of course that he is a designer of discretion. It should be again emphasized, however, that a "playful" type of design commonly considered suitable for park work does not mean fantastic or privileged architecture. . . buildings devoted to the conveniences of park sports should show special dignity of design, thus visually controverting the old-fashioned idea of their inconsequence and triviality.

In spite of the impressive plans and high hopes for the Refectory, work was abandoned in 1927. The depression and WWII effectively prevented any further work from continuing, and the structure deteriorated until 1980. At that time, the Parks Department obtained an Urban Parks and Recreation Recovery grant, and along with money from the Bodee Trustees fund, rehabilitated the structure for use as its offices. Today, it is referred to as "The Castle", although historically this was used for the castle-like stone entrance which was formerly located at Krug Park prior to its redesign by Burnap.

## 9. DESCRIPTION

The Refectory is a two-story brick structure executed in the Italian Renaissance style. It is nearly symmetrical, although is somewhat different on the north and south sides to adapt to the terrain. It has a "T"-shaped plan, with an additional one-story, three-sided pavilion which wraps around the east end. The central portion has a low-pitched hip roof of green tiles. The widely overhanging boxed eaves have square modallions underneath on a simple, wide cornice band (Photo K-27). There are cross gable roofs on the west end of the structure which forms the "T" (Photo K-29). The pavilion has a flat roof with a brick and iron rail balustrade.

The three-sided pavilion on the east end has seven arched bays (Photo K-28), with metal steps on the south end. There are two square, engaged columns with Ionic capitals on the central, easternmost arch, and one each on both the north and south section of the three-sided pavilion. The pavilion wraps around on both the south and north sides of the main portion of the building. Both sides feature round columns with Doric capitals supporting a stone lintel. The remaining bays in both the side and east pavilions have rounded brick arches. There is stone coping at the top of the pavilions. The flooring of the east pavilion extension is currently asphalt. In the center are concrete support columns arranged in a square (the aviary was to have been placed within these four columns). Simple iron railing serves as the balustrade between the arched openings.

The foundation and basement portion are constructed of random work, quarry faced stone. The structure is set into an east-facing slope, with the foundation actually forming another story on the east end of the building. Underneath the east end of the two-story, main portion is a tunnel through which Krug Park Drive runs (Photo K-28). The keystone in the south arch has the date "1922". The stone work continues to the south for the foundation of the connected "Children's Circus" (Photo K-30), and on the north for a large stone retaining wall (Photo K-27). The north retaining wall has an arched opening which leads to storage underneath, and has a level area on top with iron railing.

Above the stone tunnel on the basement level is another "pass-through" on the first level. It has arched openings on both the north and south ends, and glazed tiles on the walls. Doors and openings in this hall lead to what would have been the kitchen for the restaurant, a stairway to the downstairs foyer. The hall was to have been the main access to the restaurant.

On the south side, first floor of the building are three metal doors. One leads to the women's restroom, and one to the stairway up to the Parks Department offices. The men's restroom is on the south retaining wall. Windows are currently dark glass with aluminum frames and metal bars.

Additional detailing includes decorative metal brackets near the roof line which hold new light fixtures, a rounded stone course above the second story windows, and brackets.

## 10. INTEGRITY

The Refectory retains a high degree of integrity in location, setting, materials, workmanship, feeling and association. Although the construction was never completed and some aspects of the design never carried out, it retains a good degree of integrity in design as well. Originally on the north and south wings of the pavilion, there were to be wooden pergolas with vines. Under the roof cornice, there was also designed a wide band of elaborate terra cotta crown molding. The most noticeable alterations are the window and door alterations and the brick repointing. Originally, the majority of windows were to be 2/2 and of clear glass. On the second story, there was also planned a pair of French doors, each with five lights. The recent brick repointing work has the mortar flush with the surface of the bricks, when it undoubtedly was tooled or raked in some manner. Also, the interior has been "modernized" for office use of the Parks Department. All in all however, the Refectory retains a high degree of architectural integrity.

## 11. SIGNIFICANCE

The Refectory is significant as the only building designed by George Burnap for the St. Joseph parks system to be constructed, as a representative of the Italian Renaissance style as interpreted for a park structure, and for its association with the City Beautiful movement and parks system development in St. Joseph. Although the City of St. Joseph developed their parks system somewhat late comparatively in the City Beautiful period, they nonetheless were convinced of its importance to the city. Krug Park was probably the "jewel" of the system, and the Refectory was one of the most significant features in the park.

# CHILDREN'S CIRCUS

## KRUG PARK Continuation Sheets

### 8. HISTORIC INFORMATION

In George Burnap's 1916 book Parks: Their Design, Use, and Equipment, he includes a chapter entitled "Playgrounds in Parks". However, one gets the feeling that he would prefer not to have to include playgrounds in the parks he designed. Children usually disrupted the pleasurable outings that other park visitors were experiencing. On the other hand, he clearly admired European and Scandinavian designed play spaces for children, usually for the simple reason that they were **designed**, rather than just an amalgamation of play equipment as was found in the United States at this time. Thus the Children's Circus in Krug Park seems to be the result of these two feelings. It segregates the children from other park visitors, yet it is not "left-over" space or the result of no planning. Instead, it is an excellent representative of the Italian Renaissance style in outdoor design.

Burnap's plan for Krug Park, which was printed in the newspapers in 1919, shows the semi-circular plan for the Circus. The construction began on the play area immediately, even before the Refectory was started. Most of the work took place in 1921, although it was not completed until 1922. The single greatest expenditure in the Parks department in 1921 was \$44,000 spent in Krug Park, most of which was in the Children's Circus. There was naturally some opposition to it, as funds and labor was lacking at times.

Upon its completion, the St. Joseph newspapers gave a thorough description of the first "feature" of the new park system to be completed. It explained that the term "circus" was used in the Roman Sense - that of a semi-circular building or amphitheater to be used for games. Much of what was constructed still exists today, although the play equipment has obviously changed. A photo in the Summary Report depicts the Circus in the 1920's. Missing today is a white oak tree, which stood in the center of the wading pool, and the "bump-the-bump" slides, which were between the two stairs at the western end of the play area. In addition, sand boxes, small swings, and picnic tables used to be set on the second level or tier, above the play area and in front of the high stone retaining wall.

## 9. DESCRIPTION

The Children's Circus is located on the south side of the Castle (Refectory). It is a large, semi-circular bowl, facing east, with the flat side over 250 feet long. To the west (rear), a curved slope rises in three distinct levels and fills a natural hollow in the hills (Photo K-32). The east side is an imposing wall of native limestone (Photo K-30), topped with a pergola of concrete pillars on either side of an arched pavilion with tile roof (Photo K-31, K-33). The walkway on top of the stone wall is paved with concrete, and has iron rails on both sides. This walkway has approaches from steps on both the north and south ends.

Just west of the pavilion is a semi-circular concrete wading basin (no water), surrounded by a concrete walk. A level gravel play area extends westward, also in a semi-circle, and is the same width as the flanking pergolas (Photo K-32). The play area contains two metal swingsets, a metal jungle gym, and a wood play set with slides (Photos K-32, K-33).

Around the play area, the earth rises in a grassy slope to the next level, a dirt and gravel path. It continues in a semi-circle around the slope, with access on the north from stairs by the Castle/Refectory. A pair of stone stairs also rise from the center of the west edge of the play area (Photo K-34). In between the steps are exposed stone ledges (this was formerly the location of the "bump-the-bump" slides).

This secondary walk level is surrounded on the western edge by a high limestone retaining wall. Inset in the center, opposite the pavilion and the stone stairs up the grassy slope, is an arch containing naturalistic stone work for a cascading fountain (Photo K-34). Behind the stone retaining wall, the grassy lawn continues to slope upward to the west in a wooded area.

The concrete and wood materials in the pavilion and pergola are in a deteriorated condition. The stonework however, is in good to very good condition.

## 10. HISTORIC LANDSCAPE INTEGRITY

The Children's Circus retains its integrity in the landscape areas of spatial relationships, design intent, topography/grading, architectural features, circulation system, use and scenic qualities. It also retains the majority of its integrity of design, although it appears that a planned observation tower at the westernmost summit was never constructed.

The site furnishings have either been replaced (the play equipment) or removed (seating, picnic tables, etc.). It would be **extremely** rare to find historic play equipment still extant, as most of this would not meet current safety standards. Therefore, in spite of this being a children's recreation area, the modern play equipment does not detract from the integrity of the site.

Although much of the surrounding vegetation is historic, photos reveal key elements of the original planting design which are missing. The huge oak, formerly in the center of the wading pool, is gone. This was one of the many design elements which focused on the center of the semi-circular Circus. In addition, historic photos reveal columnar plants, which would have been appropriate for an Italian Renaissance landscape design (Photo K-35). Vines were also an important part of the planting design for the pergola, although they undoubtedly added to the deterioration of the concrete columns.

## 11. SIGNIFICANCE

The Children's Circus in Krug Park is significant as the work of a recognized master, George Burnap. He devoted an entire chapter to the design of playgrounds in parks, at a time when efforts for their design was basically non-existent. He felt it was important to segregate the noisy children from the rest of the park, yet he drew upon his European experiences to design a truly magnificent play space. The Circus relates stylistically to the Italian Renaissance structure which it joins - the Refectory - and incorporates landscape design features from that style. Thus it is significant as an important artistic statement, as well as an example of a particular style.

It can also be said to be a unique regional expression, as it takes advantage of the natural conditions found in St. Joseph - the hilly terrain and the native limestone. The stonework exhibits fine craftsmanship as well.

The Children's Circus has cultural significance for its unique approach to playground design. The playground movement was just beginning to coalesce. Going from a period of "free-for-all" design and play, the movement began to stress supervised activities and playgrounds which were thought out and planned. At the time of its construction, it was one of the most elaborate play features of its kind in the country. It was featured in a 1925 issue of Parks and Recreation. The magazine noted that "There can be no objection to a children's area in a large municipal park, provided it is properly segregated so as not to intrude upon the rural quiet and repose of the general scheme."

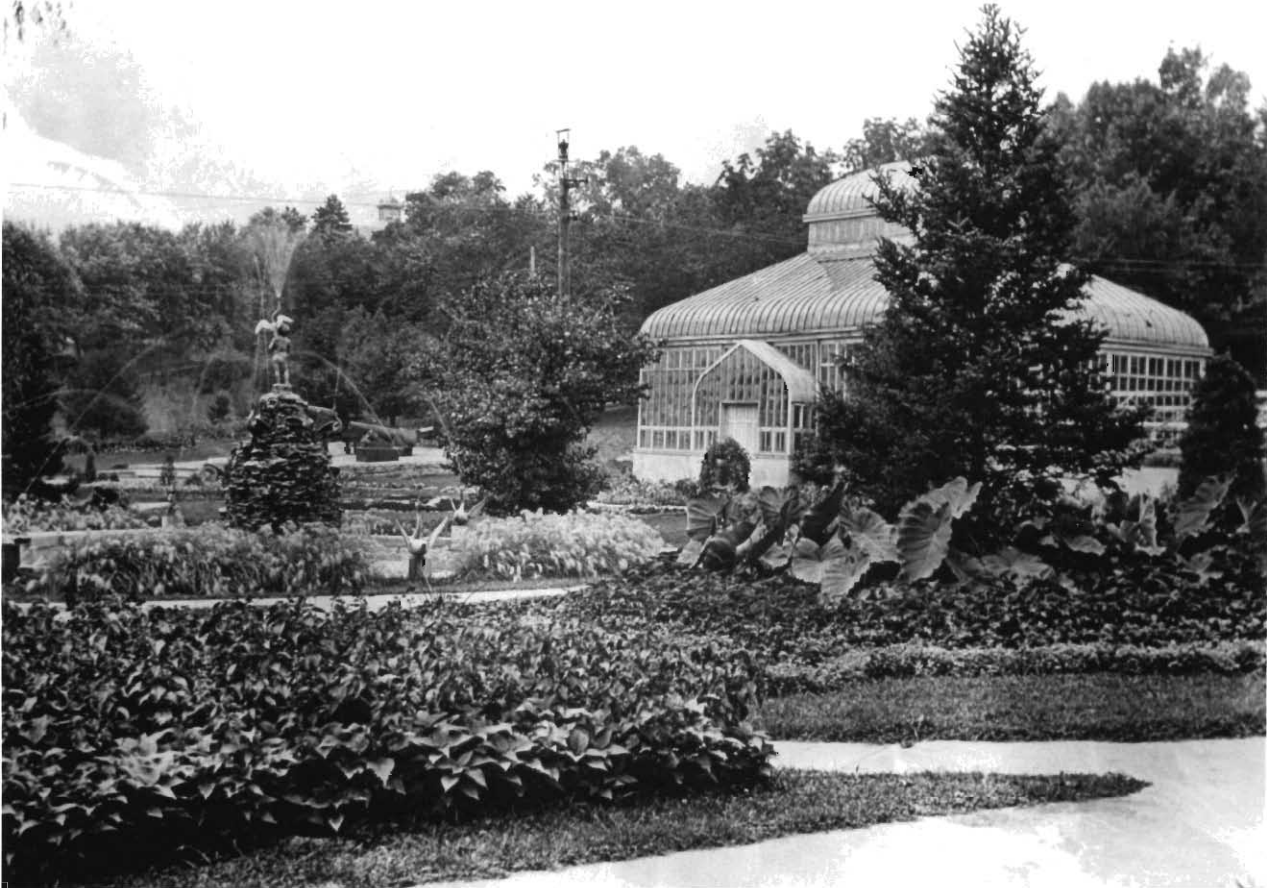
It is also significant in the history of the development of the St. Joseph parks system. The early 1920's were a period of land acquisition, (primarily the parkways) and grading work, none of which was very glamorous in the eyes of the public. Since Krug Park was already existing, it received the greatest amount of development and construction money in this period. The Circus was the first of Burnap's features for the "new" Krug Park to be constructed. As such, it was among the first "built" features of the system, and represented what the future of the system might hold.





Mountain View, Krug Park, St. Joseph, M.D.







Entrance to Krug Park, St. Joseph, Mo.









KRUG PARK





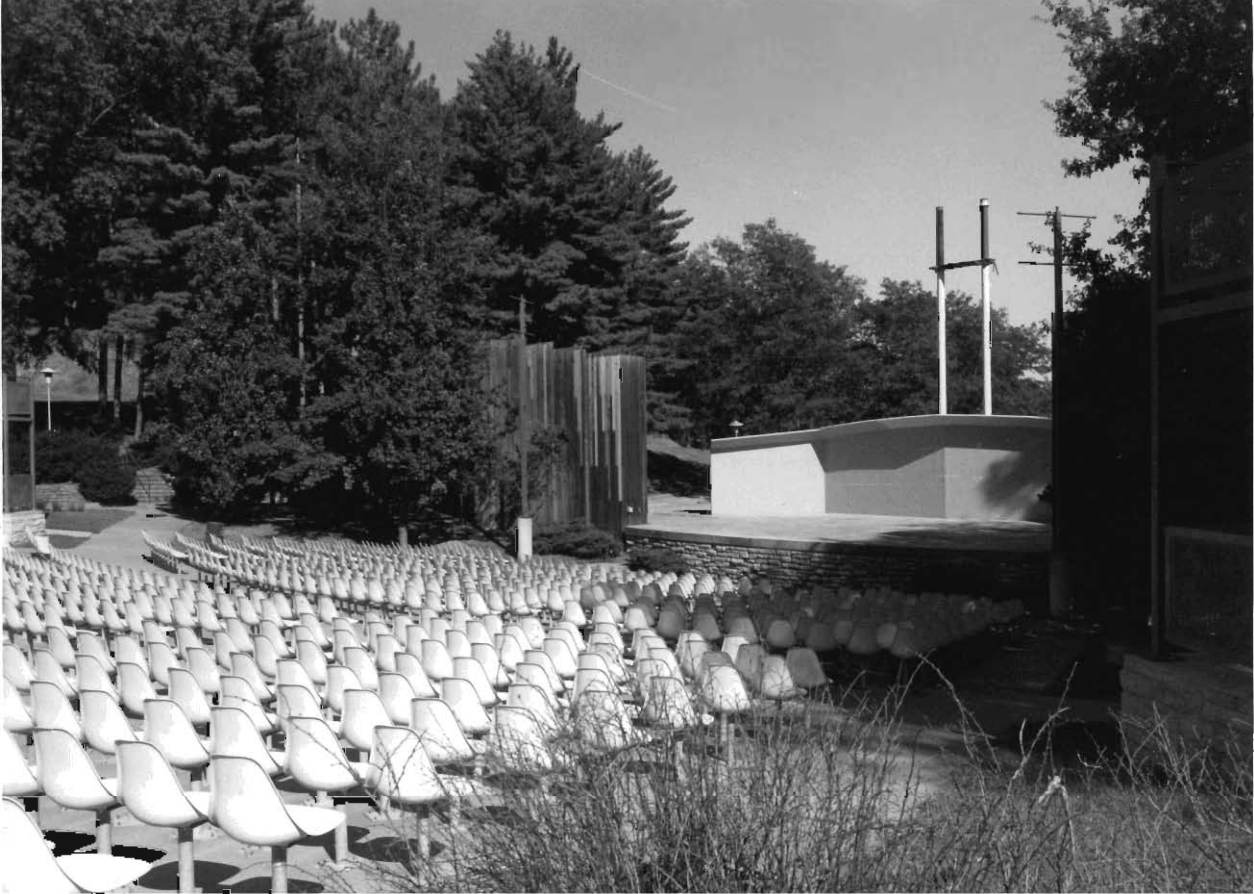




















































Pergola  
and  
Patio  
KRUG PARK

AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS: HISTORIC LANDSCAPES SURVEY  
 NATIONAL SURVEY FORM

1. LANDSCAPE NAME

Historic: Northeast extension; Crosby Grove-Ashland Avenue Parkway  
 Common/Current: Northeast Parkway

2. LOCATION

USGS Quadrangle: Acreage: 25 acres  
 City/Town: St. Joseph County: Buchanan  
 Zip Code: State: Missouri  
 Congressional District: 6th UTM Coordinates:

3. OWNER OF PROPERTY If group or government agency give contact person.

Name/Contact Person: Parks & Recreation Department Phone: 816/271-5500  
 Bill McKinney, Director.  
 Street Address: 100 Krug Park Castle  
 City/Town: St. Joseph State: MO Zip Code: 64056

4. LANDSCAPE TYPE Check all that apply.

<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> Garden	<input type="checkbox"/> Commemorative	<input type="checkbox"/> Institution
<input type="checkbox"/> Residence	<input type="checkbox"/> Botanical	<input type="checkbox"/> Rural	<input type="checkbox"/> Streetscape
<input type="checkbox"/> Estate	garden	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> City/Town
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input type="checkbox"/> Square/Commons	<input type="checkbox"/> Settlement
<input type="checkbox"/> Battlefield	<input type="checkbox"/> Cemetery	<input checked="" type="checkbox"/> Park system	<input type="checkbox"/> Enclave
<input type="checkbox"/> Fort	<input type="checkbox"/> Monument	<input type="checkbox"/> Water feature	
<input type="checkbox"/> Ceremonial	grounds	<input type="checkbox"/> Farm	
<input type="checkbox"/> Other:			

Brief description of type:

5. LANDSCAPE STATUS Check and describe as required.

Ownership:	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Other
Access:	<input checked="" type="checkbox"/> Unrestricted	<input type="checkbox"/> Restricted	<input type="checkbox"/> No access
Status:	<input checked="" type="checkbox"/> Safe	<input type="checkbox"/> Endangered	<input type="checkbox"/> Action Needed
		<input type="checkbox"/> Preservation Undertaken	

Further Information:

**6. LANDSCAPE ADDRESS AND BOUNDARY INFORMATION**

Specific location, streets and features comprising the boundary.

Between 25th Street and Ashland Avenue, from Summit Avenue to Northwest Parkway.

Repository of Legal Description, Courthouse/Registry of Deeds:

Recorder of Deeds, Buchanan County Courthouse

Contact Person:

Street Address: 505 Faraon Street

City/Town: St. Joseph

State: Missouri

Zip Code: 64501

Phone: 816/271-1437

**7. REPRESENTATION IN OTHER SURVEYS** Check and give Details.

National Register

National Landmark

State Designation

Local Designation

Other

Title of Survey:

Depository of Survey Records:

In 1971, the St. Joseph parks system was designated a local historic landmark by the St. Joseph Landmark Commission. No records can be found in the Community Development Department of that designation. In 1971, the designation carried no restrictions and was strictly honorific.

8. **HISTORIC INFORMATION** Check, circle and complete.

- Original Landscape Architect/Designer/Planner/Creator Name(s)  
George Kessler
- Alteration or Addition Landscape Arch/Designer/Planner/Creator Name(s)  
George Burnap; W.L. Skoglund
- Gardener/Horticulturist Name(s)
- Builder/Engineer Name(s)
- Client/Community Leader Name(s)
- Date(s) of Construction: See chronological outline below.

**BRIEF CHRONOLOGY:** Indicate pertinent facts about construction, subsequent changes, events, notable occurrences; include social and cultural factors.

### CHRONOLOGICAL OUTLINE

- 1912 George Kessler's plan of 1912 for the St. Joseph parks system includes a drive from Marion at approximately 26th, northeast to Ashland.
- 1917 George Burnap's proposed park and boulevard plan as published in the paper does not include a "northeast" parkway.
- 1921 Burnap's revised plans, as promoted by the Board of Parks Commissioners, include a northeast extension from Corby Grove.
- Condemnation ordinance for Northeast Parkway is passed.
- 1925 Series F Certificates issued to finance Northeast Parkway.
- 1926 Grading work begun on the roadway.
- 1927 Official opening of the parkway system in December.

### NARRATIVE

When George Kessler proposed his systems of parks and connecting drives for St. Joseph, he divided the boulevards and parkways into inner, outer, and connecting systems "for the purpose of analysis and study". Within this system, it appears that the northeast extension served to connect the inner system of boulevards with an outer system. The outer system, which never materialized, was to occupy high ground and encircle the city with drives.

Kessler also further defined his system by classifying the types of parks and roadways. The northeast extension fit his definition of a **drive**, "which many extend into the country and through open places". Drives were informal roadways for vehicles, equestrians, and pedestrians. A **boulevard** on the other hand, was a city street under the control of a park

board. A drive therefore, was not restrained by the typical grid system of streets imposed on the landscape in most cities, but could follow the natural contours of the land.

As Kessler laid it out, the northeast extension was a perfect fit with the landscape. George Burnap's plans from 1916, although utilizing much of Kessler's previous work, did not include this parkway. This was probably due to the fact that Burnap's plans had reduced the magnitude of the project. The outer encircling system of drives had been eliminated; therefore, there was no longer a need for this short connecting drive.

By 1921 however, the revised plans for the parks system included a "northeast extension". The extension intersected with other parkways in Corby Grove and led to Ashland. Although Ashland was an important street in the city, it was not part of the proposed system of park drives. Thus the northeast extension was truly just that - an **extension** of the park system, not a **connector**.

In December of 1921, the condemnation ordinance for the northeast parkway was passed, repealing an earlier one. By this time, the parks system as a whole was quite favorably reviewed by the newspapers. However, one editorial was unhappy with the names of the parkways, and called for a change. "Names like 'Northeast Extension' and 'Northwest Extension' are singularly inappropriate for parkways, which by their very nature call for something poetic or historic in the way of terminology." As late as 1926, when the paper published a sketch of the plan for the drive, it was variously referred to as "Corby Grove-Ashland Avenue Parkway" and "the northeast project".

The plans published in 1926 were prepared by W.L. Skoglund, the superintendent of the St. Joseph parks department who also happened to be a landscape architect. He most probably was assisted by the city engineer, who designed many of the bridges and road crossings in the system. While the basic route remains the same, there are a few features shown in that plan which were not constructed; a lagoon on the east side of the parkway between Cornell Avenue and Gene Field Road, a pedestrian path along the east side, access ramps to Gene Field Road, and a "Y" intersection at Ashland Avenue (Compare Map NEP-1 with Map NEP-2a and 2b).

Most of the bridges in the park projects were designed by W.G. Fowler, bridge engineer to the park board. It is probable that the Gene Field Road Trestle, which was constructed by Allied Contractors in 1927, was designed by Fowler. The majority of the work on the parkway was completed this same year, in time for the official "opening" of the park drives in December of 1927.

9. **DESCRIPTION** Check and describe.

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

**EXISTING CONDITIONS:** Begin with overall description, then note specifics. Emphasize landscape features. Attach plan as appropriate. Include photographs of significant views and features with location and direction of view noted on plan.

Northeast Parkway has its southwestern terminus in Corby Grove, where it intersects with Northwest Parkway at approximately 26th Street just south of Marion. It heads in a northeasterly direction for eight tenths of a mile to Ashland Avenue between Dale and Summit. The roadbed is situated in a draw, with the landscape sloping upwards on either side. The lowest point of elevation is at the intersection with Northwest Parkway; the road rises approximately 100 feet to the Ashland Avenue intersection.

As the road heads northeasterly from the intersection with Northwest Parkway, the vegetation on the southeast is dense woodland (Photo NEP-1). Between Carper and Cornell Streets, residential yards adjoin the parkway immediately to the northwest (Photo NEP-2). North of Cornell, the houses become less visible, shielded by the rising slope to the northwest and the mature deciduous trees (Photo NEP-3).

The Gene Field Road bridge is a modern, concrete and steel structure (Photo NEP-4). As with most bridges on the parkway system, the roadway curves on either side of the bridge, as well as changes in slope to as to prevent a complete view of the road ahead (Photo NEP-5). Northeast of the bridge, the parkway features grassy slopes with mature shade trees (Photo NEP-6). To the southeast is a swale which serves to handle water run-off (Photo NEP-7). As the parkway approaches Ashland Avenue, the vegetation becomes quite dense, with forest trees overhanging the roadbed (Photo NEP-9).

The curving and dipping roadway (Photo NEP-8) presents a variety of driving experiences in its short distance. In some areas, the woodland is maintained right up to the road edge, with the large deciduous trees providing a shady overhang. In other areas, the woods open up to gentle grassy slopes with occasional large trees scattered about. The street lights are tall, modern standards, but are fairly widely spaced. There is no curbing on the road edge. A few houses are visible along the drive, but on the whole, the scenery is quite rural in feeling.

**10. HISTORIC LANDSCAPE INTEGRITY** Check and Describe.

<input checked="" type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Boundaries	<input checked="" type="checkbox"/> Use
<input checked="" type="checkbox"/> Spatial Relationships	<input checked="" type="checkbox"/> Topography	<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Scenic Qualities
<input checked="" type="checkbox"/> Vegetation	<input type="checkbox"/> Site Furnishings	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Adjacent Factors

**STATEMENT OF INTEGRITY** Describe the degree to which the overall historic landscape and its significant features are present today in their historic form. Explain the categories of integrity noted above and any others that apply.

Northeast Parkway retains its integrity in the historic landscape areas marked above. It has a high degree of integrity in spatial relationships, vegetation, design intent, topography, circulation system, use, and scenic qualities. From the 1926 plans developed by Skoglund, it has a fair degree of integrity, with most of the major design features in place. However, as noted earlier, a few design elements, such as the lagoon, pedestrian walkway, and exit ramps, were never constructed. In addition, current road crossings for Carper and Indian Trail were not part of the original plan. These are part of a residential development which occurred after the construction of the parkway.

As a boundary map does not exist for the parkway, it cannot be determined for a fact that they retain their integrity. However, records do not indicate any additional gain or loss of land since the 1921 condemnation. Therefore, one could assume that the boundaries are intact from the historic period.

**11. SIGNIFICANCE** Check the reasons the landscape is historically important.

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Association w/ Person, Group, Event | <input type="checkbox"/> Fine Craftsmanship         |
| <input checked="" type="checkbox"/> Work of Recognized Master           | <input type="checkbox"/> Time Sequence              |
| <input checked="" type="checkbox"/> Important Artistic Statement        | <input type="checkbox"/> Important Landmark         |
| <input type="checkbox"/> Unique Regional Expression                     | <input checked="" type="checkbox"/> Particular Type |
| <input type="checkbox"/> Unique Materials                               | <input type="checkbox"/> Particular Time            |
| <input checked="" type="checkbox"/> Cultural Significance               | <input type="checkbox"/> Other Verifiable quality   |
| <input checked="" type="checkbox"/> Particular Style                    |   |
| <input type="checkbox"/> Historic Significance in Landscape Design      |   |

**STATEMENT OF SIGNIFICANCE** Explain categories of significance noted above.

Northeast Parkway is significant in the history of the development of the parks and boulevard system of St. Joseph. Although constructed during Burnap's tenure as consultant to the parks department, it is more representative as a work of George Kessler, who first laid out the roadway. In addition, W.L. Skoglund, parks superintendent, may be responsible for many of the design details. However, the road layout itself is probably more representative of George Kessler's work.

Kessler was a master at analyzing physical features of the landscape and determining an optimum roadway. Northeast Parkway uses gentle dips in elevation, vegetation, and curves in the road itself to always maintain a sense of mystery as to what lies ahead. The topography or trees hide just enough of the view to entice the driver to continue. Most generally, the view ahead will be somewhat different than the one just experienced. A level drive through overhanging trees will be contrasted with a curving road through open meadows edged with trees. All of this was accomplished in a short eight tenths of a mile. The other parkways provide a very similar experience, but with much greater sight lines. Northeast Parkway is able to provide a constantly changing driving experience in a very short distance. As such, it is not only representative as a work of a master, but as a particular type of landscape - a parkway. It is also a work of landscape artistry, utilizing the natural environment of St. Joseph.

It is not known at this point why George Burnap chose to not include a northeast extension in his first set of plans to the Parks Board. One speculation has been presented earlier. Nor is it known why the later plans from 1921 do again include the parkway, and who was specifically responsible for its inclusion (Burnap, the Parks Board, citizens, or Skoglund?). The "design by committee" approach, taken with much of the parks system, obviously worked in the case of Northeast Parkway. It is representative of the chain of events which led to the development of the entire system.

12. **SOURCES FOR INFORMATION** Note the sources used in this survey. Cite source, address, type of material.

Local Repositories

Newspaper Clipping Files, St. Joseph Parks Department, Krug Park. St. Joseph Public Library. Martin Thomas Files, St. Joseph Museum.

Non-Local Sources of Documents

Bibliography of Major Sources

See **BIBLIOGRAPHY**, Summary Report.

13. **FORM PREPARATION**

Date July, 1991

Name(s): Deon K. Wolfenbarger Street Address: 9550 NE Cookingham Drive

City/Town: Kansas City State: Missouri Zip Code: 64157 Phone: 816/792-1275



















**AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS: HISTORIC LANDSCAPES SURVEY  
NATIONAL SURVEY FORM**

**1. LANDSCAPE NAME**

Historic: Northwest extension; Corby-Krug Parkway  
Common/Current: Northwest Parkway

**2. LOCATION**

USGS Quadrangle: Acreage:  
City/Town: St. Joseph County: Buchanan  
Zip Code: State: Missouri  
Congressional District: 6th UTM Coordinates:

**3. OWNER OF PROPERTY** If group or government agency give contact person.

Name/Contact Person: Parks & Recreation Department Phone: 816/271-5500  
Bill McKinney, Director.

Street Address: 100 Krug Park Castle  
City/Town: St. Joseph State: MO Zip Code: 64056

**4. LANDSCAPE TYPE** Check all that apply.

<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> Garden	<input type="checkbox"/> Commemorative	<input type="checkbox"/> Institution
<input type="checkbox"/> Residence	<input type="checkbox"/> Botanical	<input type="checkbox"/> Rural	<input type="checkbox"/> Streetscape
<input type="checkbox"/> Estate	garden	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> City/Town
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input type="checkbox"/> Square/Commons	<input type="checkbox"/> Settlement
<input type="checkbox"/> Battlefield	<input type="checkbox"/> Cemetery	<input checked="" type="checkbox"/> Park system	<input type="checkbox"/> Enclave
<input type="checkbox"/> Fort	<input type="checkbox"/> Monument	<input type="checkbox"/> Water feature	
<input type="checkbox"/> Ceremonial	grounds	<input type="checkbox"/> Farm	
<input type="checkbox"/> Other:			

Brief description of type:

**5. LANDSCAPE STATUS** Check and describe as required.

Ownership:	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Other
Access:	<input checked="" type="checkbox"/> Unrestricted	<input type="checkbox"/> Restricted	<input type="checkbox"/> No access
Status:	<input checked="" type="checkbox"/> Safe	<input type="checkbox"/> Endangered	<input type="checkbox"/> Action Needed
		<input type="checkbox"/> Preservation Undertaken	

Further Information:

**6. LANDSCAPE ADDRESS AND BOUNDARY INFORMATION**

Specific location, streets and features comprising the boundary.

From Krug Park to Corby Grove Park - east of St. Joseph Avenue at approximately Karnes Road, southeast to Corby Parkway.

Repository of Legal Description, Courthouse/Registry of Deeds:

Recorder of Deeds, Buchanan County Courthouse

Contact Person:

Street Address: 505 Faraon Street

City/Town: St. Joseph

State: Missouri

Zip Code: 64501

Phone: 816/271-1437

**7. REPRESENTATION IN OTHER SURVEYS** Check and give Details.

National Register

National Landmark

State Designation

Local Designation

Other

Title of Survey:

Depository of Survey Records:

In 1971, the St. Joseph parks system was designated a local historic landmark by the St. Joseph Landmark Commission. No records can be found in the Community Development Department of that designation. In 1971, the designation carried no restrictions and was strictly honorific.

8. **HISTORIC INFORMATION** Check, circle and complete.

- Original Landscape Architect/Designer/Planner/Creator Name(s)  
George Kessler
- Alteration or Addition Landscape Arch/Designer/Planner/Creator Name(s)  
George Burnap; W.L. Skoglund
- Gardener/Horticulturist Name(s)
- Builder/Engineer Name(s)
- Client/Community Leader Name(s)
- Date(s) of Construction: See chronological outline below.

**BRIEF CHRONOLOGY:** Indicate pertinent facts about construction, subsequent changes, events, notable occurrences; include social and cultural factors.

**CHRONOLOGICAL OUTLINE**

- 1912 George Kessler's plan of 1912 for the St. Joseph parks system includes a drive from Krug park southeast to approximately 26th and Marion.
- 1917 George Burnap's proposed park and boulevard plan, as published in the paper, shows a drive from Krug Park to Corby Grove which is more formal.
- 1921 Condemnation ordinance for Northwest Parkway is passed.
- 1924 City wins Supreme Court decision in fight against damage assessment for Corby Grove. Can now move forward on Corby Grove, as well as the three connecting parkways - Corby Grove, Northeast, and Northwest.
- 1925 Certificates issued for parks includes Northwest Parkway.
- 1926 Burnap's revised plans, as promoted by the Board of Parks Commissioners, show a more naturalistic route between Krug Park and Corby Grove.
- Detailed site plans prepared by W.L. Skoglund.
- Grading work begun on roadway.
- 1927 Official opening of the parkway system in December.

## NARRATIVE

When George Kessler proposed his system of parks and connecting drives for St. Joseph, he divided the boulevards and parkways into inner, outer, and connecting systems "for the purpose of analysis and study". He also further defined his system by classifying the types of parks and roadways. A **drive** was an informal roadway for vehicles, equestrians, and pedestrians "which may extend into the country and through open places". A **boulevard** on the other hand, was a city street under the control of a park board. According to this then, Northwest Parkway was a connecting drive that was part boulevard (for the portion planned to follow Karnes Road) and part parkway (for the curving section southeast to Marion).

George Burnap had even more reason to plan for a connecting route from Krug Park to the southeast. Instead of just a junction of parkways intersecting at approximately 26th and Marion, Burnap was recommending acquiring Corby Grove as a city park. He also recommended acquiring a large tract of land south of Karnes Road, just east of the Chicago Great Western railroad tracks. Part of this was occupied by Byrd's Sanitarium, but forty acres of the tract had an old rock quarry and native woods. Therefore it was even more important, if the system was to be connected, to have a route from Krug Park to Corby Grove. However, plans printed in the newspapers in 1917 show tentatively a quite formal route.

By 1921, descriptions of the northwest extension indicate that a more naturalistic route was being considered as the connector between Krug Park and Corby Grove. In addition, the plans for acquiring Byrd's Sanitarium obviously did not work out, as that tract was not included in the condemnation ordinance of 1921. However, the quarry and forest land was included, and the newspaper editorials were much in favor of the plan by this time. However, one writer in particular was quite unhappy with the names of the parkways, and called for a change. "Names like 'Northeast Extension' and 'Northwest Extension' are singularly inappropriate for parkways, which by their very nature call for something poetic or historic in the way of terminology." As late as 1926, when the paper published a sketch of the plan for the drive, it was variously referred to as "Corby Grove-Krug Parkway" and "the northwest project".

The plans published in 1926 were prepared by W.L. Skoglund, the superintendent of the St. Joseph parks department, who also happened to be a landscape architect (Map NWP-1). He most probably was assisted by the city engineer, who worked on much of the grading of the roadbed and crossings in the system. Most of the bridges in the park projects were designed by W.G. Fowler, bridge engineer to the park board.

The plans showed the parkway starting at the "new" entrance for Krug Park and making a broad and irregular sweep to the southeast. The 40 acre tract just east of Byrd's Sanitarium was to be converted to a wildlife and bird preserve.

The grading of the parkways was underway in 1926, just before the bond election. Although plans were for the grading to be completed that same year, it wasn't until 1927 that the grading work was finished. Also completed in 1927 were the many bridges required for the

parkways. The "northwest project" had several rustic wooden bridges which were constructed and designed by the parks department. However, the Woodburn Avenue trestle was constructed by Allied Contractors, and the Lover's Lane subway was contracted by Carrothers & Huggins.

Except for a few small gaps in places, the boulevard system was considered complete in December of 1927, when the Board of Park Commissioners held an official opening of the park drives. Lighting of the boulevards was worked on in 1929, and an extensive tree planting program was undertaken in 1930. Work on the Northwest Parkway since that period has primarily been maintenance - resurfacing and tree and light replacement.

9. DESCRIPTION Check and describe.

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 type="checkbox"/> Loss/Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**EXISTING CONDITIONS:** Begin with overall description, then note specifics. Emphasize landscape features. Attach plan as appropriate. Include photographs of significant views and features with location and direction of view noted on plan.

Northwest Parkway has its northern terminus on St. Joseph Avenue just east of the entrance to Krug Park. It travels in a southeasterly direction to Corby Grove, where it intersects with Northeast Parkway at approximately 26th Street just south of Marion. At this point, the two parkways join and travel a short distance to a "Y" intersection with Corby Parkway.

At the northwestern end of the parkway is the Northside Complex, a 25 acre site from Karnes Road to Randolph on the south between St. Joseph Avenue and the former railroad tracks on the east. This highly developed recreational area across from Krug Park contains concession stands and restrooms, swimming pool, 3 lighted tennis courts, 2 lighted handball courts, a lighted softball field, 2 unlighted ballfields, 2 shuffleboard courts, 4 horseshoe courts, playground area, and parking lots (Photo NWP-1). The road curves through this complex, but serves more as drive for the complex rather than a parkway (Photo NWP-2).

The drive crosses over the former Great Western railroad tracks and heads northeast for a very short distance to a "Y" intersection with Ferndale. Mature evergreens provide screening along a portion of the drive (Photos NWP-3, NWP-4). To this point, some maps refer to this section of the parkway from Krug Park as "Krug Park Avenue". Northwest Parkway heads due south from this intersection around a high point, then back to a general southeasterly direction (Photo NWP-5). To the north of the parkway is a high ridge contained in the forty acre tract of native woodland (Photos NWP-6, NWP-7, & NWP-9). A trail leads through the woods to various high points and past limestone outcroppings. To the south of the drive, the land drops off, and views of St. Joseph can be seen through occasional breaks in the trees.

As the road passes this tract of land, the trees open up to grassy slopes on the northeast, giving an open park-like effect. A low, stone retaining wall is on the east side of the drive at the southern end of the wooded area (Photo NWP-8). The slopes lead up to the rear yards of residences. These yards are unfenced, and landscaped in such a way as to continue the appearance of a park area (Photo NWP-10).

The parkway travels under the Lover's Lane concrete bridge (Photo NWP-11), and curves more directly to the south. From this point, the vegetation changes between wooded areas on the west quite close to the road which in turn open up to grassy slopes with groupings of various ornamental and shade trees (Photo NWP-12). A swale on the west also provides drainage in wet weather (Photo NWP-13).

At the northern edge of Corby Grove, the woods become more dense as Northwest Parkway joins up with Northeast at a "Y" intersection. The parkways continues in a southwestern direction at this point to another "Y" intersection just north of Corby Lake (see Corby Grove photos CG-1, CG-2). Along the drive in Corby Grove are several very old deciduous trees, primarily oak. The street lights are tall, modern standards, and there is no curbing on the road edge.

**10. HISTORIC LANDSCAPE INTEGRITY** Check and Describe.

<input checked="" type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Boundaries	<input checked="" type="checkbox"/> Use
<input checked="" type="checkbox"/> Spatial Relationships	<input checked="" type="checkbox"/> Topography	<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Scenic Qualities
<input checked="" type="checkbox"/> Vegetation	<input type="checkbox"/> Site Furnishings	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Adjacent Factors

**STATEMENT OF INTEGRITY** Describe the degree to which the overall historic landscape and its significant features are present today in their historic form. Explain the categories of integrity noted above and any others that apply.

Northwest Parkway retains its integrity in the historic landscape areas marked above. It has a high degree of integrity in vegetation, design intent, topography, use and scenic qualities. In the areas of design/plan and circulation it retains a high degree as well for the southern 3/4's of the roadway. The northwestern terminus however, has been altered with the development of the Northside Complex. For the portion through this complex, the feeling of a parkway no longer exists. However, the beginning of a park-like appearance is visible from the Northside Complex.

As a boundary map does not exist for the parkway, it cannot be determined for a fact that the boundaries retain their integrity. However, records do not indicate any additional gain or loss of land since the 1921 condemnation. Therefore, one could assume that the boundaries are intact from the historic period.

11. **SIGNIFICANCE** Check the reasons the landscape is historically important.

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Association w/ Person, Group, Event | <input type="checkbox"/> Fine Craftsmanship            |
| <input checked="" type="checkbox"/> Work of Recognized Master           | <input type="checkbox"/> Time Sequence                 |
| <input checked="" type="checkbox"/> Important Artistic Statement        | <input checked="" type="checkbox"/> Important Landmark |
| <input checked="" type="checkbox"/> Unique Regional Expression          | <input type="checkbox"/> Particular Type               |
| <input type="checkbox"/> Unique Materials                               | <input type="checkbox"/> Particular Time               |
| <input checked="" type="checkbox"/> Cultural Significance               | <input type="checkbox"/> Other Verifiable quality      |
| <input checked="" type="checkbox"/> Particular Style                    |  |
| <input type="checkbox"/> Historic Significance in Landscape Design      |  |

**STATEMENT OF SIGNIFICANCE** Explain categories of significance noted above.

Northwest Parkway is significant in the history of the development of the parks and boulevard system of St. Joseph for a number of reasons. Its design is the result of a combination of efforts from several designers. Its basic route was first recommended by George Kessler in 1912. Although George Burnap followed many of Kessler's original recommendations when he first worked on the parks system in 1916, he at first chose to make the route follow the typical grid system of St. Joseph. Later plans from the 1920's show a change to the curving parkways which were to eventually make up the majority of St. Joseph's drives. In addition, W.L. Skoglund, parks superintendent and landscape architect, was probably responsible for many of the final design details. Thus the parkway, like most of the entire parks system in St. Joseph, was the result of planning started by Kessler, built upon by Burnap, and constructed with supervision by parks and city professionals.

It is also significant as a particular type of park landscape - the parkway. Like the other parkways in St. Joseph, Northwest uses gentle dips in elevation, vegetation, and other physical features as well as curves in the road itself to always maintain a sense of mystery as to what lies ahead. Its skillful combination of the natural and built elements make it a work of landscape artistry.

The parkways were more than scenic "works of art". Not only did they provide enjoyable driving experiences, but they served to connect the parks of the city. As St. Joseph's largest and earliest developed park, Krug Park was extremely important to the city's park movement. After the plans for Prospect Park failed, the connection between Krug Park with the rest of the system to the south became one of the most significant. Northwest Parkway is a vital part of this north to south connection of parks.

Northwest Parkway is also reflective of the historical events which led up to the development of the St. Joseph parks system. Although a "northwest extension" was listed as early as 1912, the many legal setbacks encountered by the parks movement delayed its actual construction until 1926. By that time, enthusiasm was so high for the parks system that the parkways and boulevards were basically completed in one year.

12. **SOURCES FOR INFORMATION** Note the sources used in this survey. Cite source, address, type of material.

Local Repositories

Newspaper Clipping Files, St. Joseph Parks Department, Krug Park. St. Joseph Public Library. Martin Thomas Files, St. Joseph Museum.

Non-Local Sources of Documents

Bibliography of Major Sources

See **BIBLIOGRAPHY**, Summary Report.

13. **FORM PREPARATION**

Date July, 1991

Name(s): Deon K. Wolfenbarger Street Address: 9550 NE Cookingham Drive

City/Town: Kansas City State: Missouri zip Code: 64157 Phone: 816/792-1275



























**AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS: HISTORIC LANDSCAPES SURVEY  
NATIONAL SURVEY FORM**

**1. LANDSCAPE NAME**

Historic: Athletic Field  
Common/Current: Noyes Athletic Field

**2. LOCATION**

USGS Quadrangle: Acreage: 23 acres  
City/Town: St. Joseph County: Buchanan  
Zip Code: State: Missouri  
Congressional District: 6th UTM Coordinates:

**3. OWNER OF PROPERTY** If group or government agency give contact person.

Name/Contact Person: Parks & Recreation Department Phone: 816/271-5500  
Bill McKinney, Director.  
Street Address: 100 Krug Park Castle  
City/Town: St. Joseph State: MO Zip Code: 64056

**4. LANDSCAPE TYPE** Check all that apply.

<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> Garden	<input type="checkbox"/> Commemorative	<input type="checkbox"/> Institution
<input type="checkbox"/> Residence	<input type="checkbox"/> Botanical	<input type="checkbox"/> Rural	<input type="checkbox"/> Streetscape
<input type="checkbox"/> Estate	<input type="checkbox"/> garden	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> City/Town
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input type="checkbox"/> Square/Commons	<input type="checkbox"/> Settlement
<input type="checkbox"/> Battlefield	<input type="checkbox"/> Cemetery	<input checked="" type="checkbox"/> Park system	<input type="checkbox"/> Enclave
<input type="checkbox"/> Fort	<input type="checkbox"/> Monument	<input type="checkbox"/> Water feature	
<input type="checkbox"/> Ceremonial	<input type="checkbox"/> grounds	<input type="checkbox"/> Farm	
<input type="checkbox"/> Other:			

Brief description of type:

**5. LANDSCAPE STATUS** Check and describe as required.

Ownership:	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Other
Access:	<input type="checkbox"/> Unrestricted	<input checked="" type="checkbox"/> Restricted	<input type="checkbox"/> No access
Status:	<input checked="" type="checkbox"/> Safe	<input type="checkbox"/> Endangered	<input type="checkbox"/> Action Needed
		<input type="checkbox"/> Preservation Undertaken	

Further Information:

**6. LANDSCAPE ADDRESS AND BOUNDARY INFORMATION**

Specific location, streets and features comprising the boundary.

Bounded by Edmond on the north, Noyes Boulevard on the east, Messanie on the south, and 26th Street on the west.

Repository of Legal Description, Courthouse/Registry of Deeds:

Recorder of Deeds, Buchanan County Courthouse

Contact Person:

Street Address: 505 Faraon Street

City/Town: St. Joseph

State: Missouri

Zip Code: 64501

Phone:

**7. REPRESENTATION IN OTHER SURVEYS** Check and give Details.

National Register

National Landmark

State Designation

Local Designation

Other

Title of Survey:

Depository of Survey Records:

In 1971, the St. Joseph parks system was designated a local historic landmark by the St. Joseph Landmark Commission. No records can be found in the Community Development Department of that designation. In 1971, the designation carried no restrictions and was strictly honorific.

**8. HISTORIC INFORMATION** Check, circle and complete.

- Original Landscape Architect/Designer/Planner/Creator Name(s)
- Alteration or Addition Landscape Arch/Designer/Planner/Creator Name(s)
- Gardener/Horticulturist Name(s)
- Builder/Engineer Name(s)
- Client/Community Leader Name(s)
- Date(s) of Construction: See chronological outline below.

**BRIEF CHRONOLOGY:** Indicate pertinent facts about construction, subsequent changes, events, notable occurrences; include social and cultural factors.

**CHRONOLOGICAL OUTLINE**

- 1921 Playground apparatus installed. Walks constructed which connect with Noyes Boulevard.
- 1922 Land for Athletic field leased.
- 1923 Purchase began of 24 acres. Various tracts purchased until 1933.
- 1924 Grading started for major features of park.
- 1925 Pool completed in summer during heat wave.  
Construction of tennis courts started.
- 1928 New slide installed at pool.
- 1929 Construction began on grandstand; additional grading, sodding.
- 1931 Lease finally approved for use by St. Louis Cardinals' Western League baseball team.

**NARRATIVE**

Charles Mulford Robinson, in his 1910 report, identifies the need in St. Joseph for athletic playing fields in the park system. He recommends three sites, one of which is just a few blocks north of the present Athletic Field. The natural amphitheater between 26th and 29th Streets, south of Faraon about on the line of Felix and Francis, presented a site where it would be possible to "create athletic grounds that would be close to many homes, and yet not too close . . . a large open space that will serve its neighborhood."

Neither George Kessler or George Burnap appears to have recommended Noyes Athletic Field as the site of active recreation facilities, although both designers planned on

transforming 28th Street into a boulevard which connected to the rest of the park system (see separate survey form for Noyes Boulevard). Noyes Athletic Field, however, was utilized for recreational purposes for several years before its actual purchase by the Parks Department. The field was leased in 1922, but it was not until 1933 that the present approximately 23 acres tract was finally purchased.

Even prior to its leasing in 1922, recreational facilities had been provided. In 1921, playground apparatus was installed next to an existing wading pool and sand courts. In addition, existing tennis courts had an automobile drive opened that same year.

Although Burnap does not appear to have considered the site in 1916, by the time the Parks Board renewed their push for an entire park system, the tract of land west of Noyes Boulevard and north of Messanie was being planned as an athletic and recreation park. Acquisition began in 1923, and the purchases of the various tracts of land was paid for through appropriations.

The reports in 1923 indicated plans for a 1/4 mile track, football field, baseball diamonds, tennis courts, and a swimming pool "at least one hundred feet long". Designs for a club house with showers and a stadium overlooking the football field still needed to be worked out. By 1924, grading for a majority of the site had begun, and construction was pushed that year. The bath house, costing around \$20,000, was nearly completed.

The most heavily reported park related item in 1925 was the opening of the pool. Its features were discussed at length in the paper - a concrete base, capacity of 1,500,000 gallons, 44,000 square feet of surface (more than an acre). There were four diving boards, slides, water horses, and water basketballs. 10 foot diving ladders, "the latest thing in diving apparatus", were also provided. "Diving Venus and Leander can disport themselves to heart's content" read the newspaper captions.

The setting for the pool at 26th and Angelique was considered particularly striking because of the high banks on the north side. Although a high wire fence was to be erected around the pool, it was to be set 40 to 50 feet back, leaving a "parkway" for landscaping. The physical appearance was not the most interesting facet of the pools to the newspapers however. Each summer, there were nearly daily reports of pool attendance. When heat waves struck, the columns spoke of the thousands of citizens struggling in vain for admission to the municipal pool, the "swirling mass of humanity seeking respite from the heat". By the same token, unusual cool weather would lead to a drop in pool attendance, which was also dutifully reported. A modern pool has since replaced the original, which was larger. However, the current pool is in the same approximate location.

Tennis court construction began in 1926. The contract for the ballpark grandstand was granted to Lawhon Construction Company in 1929, and grading and sodding of the ball diamonds continued that year. The stadium was complete enough by 1930 for the city to vigorously woo a Western League baseball team of the St. Louis Cardinals. Although the entire city was behind this action, it took several months of negotiating before the Parks Board and the Cardinals were able to come to terms regarding the lease of the stadium.

**9. DESCRIPTION** Check and describe.

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/Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**EXISTING CONDITIONS:** Begin with overall description, then note specifics. Emphasize landscape features. Attach plan as appropriate. Include photographs of significant views and features with location and direction of view noted on plan.

Noyes Athletic Field is a 23+ acre site bounded by Edmond on the north, Noyes Boulevard on the east, Messanie on the south, and approximately 26th Street on the west. The majority of the site is flat, except for the northwest corner which contains a steep bank leading up to a school on 25th Street.

In the northeast corner, along Noyes Boulevard, are twelve lighted asphalt tennis courts, surrounded by a high chain link fence (Photo NA-8). At the southwest corner of the courts is a one-story glazed brick field house and tournament center for tennis (Photo NA-6). The flat-roofed structure is divided into three portions. At the north and south ends are square wings. The east side of both wings has a central bay featuring a multi-light window. The window on the south wing is glass block; the north wing window has metal bars without the blocks. Both window openings are set within a decorative concrete panel which rises from ground level to above the roofline, forming a parapet finish. Flanking this central bay near the cornice line are decorative panels featuring crossed tennis rackets. The roofline itself has concrete coping. Between the two wings is a central portion whose roofline is set slightly lower than either end. The central portion has seven square windows of glass block with concrete sills. In addition, this section also contains three doors. A metal awning (not original) extends from the roofline to the east.

West of the tennis courts is the football stadium and track (Photo NA-4). Between the tennis courts and the track is a narrow strip of land which contains metal bleachers for waiting tennis players (Photo NA-7). A playground with modern equipment is at the very north end of this strip, along Edmond.

The stadium complex is surrounded by a high chain link fence. A turnstile opening is at the southeast end, near the tennis building. A cinder track surrounds the lighted football field. On the west side of the field, bleachers are constructed on the side of a steep slope, which leads up to the school. At the top of the bleachers is a concession stand/press box building.

A parking lot with dual entrance/exit off of Noyes Boulevard is immediately south of Noyes Boulevard. At the southwest corner of the parking lot is a small, rectangular building with vertical wood siding and gable roof. South of this parking lot are the Ray Cavin Horseshoe Courts, featuring 16 courts within a low, chain link fence (Photo NA-5). Associated with the horseshoe courts is a small, square concrete block structure with shed roof. A few trees surround the courts and provide shade.

The southern half of the park is quite level and is primarily a large, grassy field. An entry drive off of Messanie at approximately 27th Street divides this portion into two halves, and leads to a parking lot near the center of the park. A rectangular brick structure with flat roof and extended metal cornice is at the north end of this parking lot (Photo NA-1). Just to the east of this structure is a fenced and lighted youth baseball diamond (Photo NA-2).

A residential structure is situated in the extreme southeast corner of the park, at the junction of Noyes Boulevard and Messanie. Immediately behind the house (to the west) are two playing fields, one with small bleachers (Photo NA-2). The southwest corner of the park contains a large grassy field. The Noyes Swimming Pool is at approximately 26th Street and Angelique. This modern pool has a rectangular, flat-roofed bathhouse with an extended awning on the southeast side. The pool is encircled by a 12' concrete sidewalk and chain link fence (Photo NA-3). A small, brick utility building is at the southeast edge of the pool. The outline of the original pool can still be seen in the area.

**10. HISTORIC LANDSCAPE INTEGRITY** Check and Describe.

<input type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input checked="" type="checkbox"/> Boundaries	<input checked="" type="checkbox"/> Use
<input checked="" type="checkbox"/> Spatial Relationships	<input checked="" type="checkbox"/> Topography	<input checked="" type="checkbox"/> Architectural Features	<input type="checkbox"/> Scenic Qualities
<input checked="" type="checkbox"/> Vegetation	<input type="checkbox"/> Site Furnishings	<input type="checkbox"/> Circulation	<input type="checkbox"/> Adjacent Factors

**STATEMENT OF INTEGRITY** Describe the degree to which the overall historic landscape and its significant features are present today in their historic form. Explain the categories of integrity noted above and any others that apply.

Noyes Athletic Field retains its integrity in the areas marked on the survey form. As with all of the parks lacking a historic master plan, it is impossible to determine whether it retains its integrity in one very important area - Design/plan. However, it is possible that Noyes Athletic Field was developed **without** a master plan for the site. Plans promoting the parks system never show the Athletic Field as either a proposed or existing park (although one plan does show an outline of the tract).

From verbal descriptions of the historic period, it is possible to determine other areas of landscape integrity. All of the planned recreational facilities proposed in the 1920's are still existing today - the football field and track, tennis courts, swimming pool, and ball diamond. Thus the site retains integrity in design intent and use. It appears that the spatial relationships of use areas have also been retained from the historic period.

Although the tennis building does have a recent awning added to the east facade, it too retains a high degree of integrity from its period of construction. The recreational facilities themselves - the actual tennis courts and swimming pool, are of modern construction. However, the pool is located in the same site as the one constructed in 1925.

It is quite typical for athletic facilities - tennis courts, ball diamonds, etc. - to have been altered over the years. Regular maintenance usually results in the resurfacing of hard courts. How much alteration is allowed in historic athletic facilities in order for those facilities to still be considered historic has not been adequately explored; therefore it is difficult to ascertain the integrity retained by the features at Noyes Athletic Field.

11. **SIGNIFICANCE** Check the reasons the landscape is historically important.

<input type="checkbox"/> Association w/ Person, Group, Event	<input type="checkbox"/> Fine Craftsmanship
<input type="checkbox"/> Work of Recognized Master	<input checked="" type="checkbox"/> Time Sequence
<input type="checkbox"/> Important Artistic Statement	<input checked="" type="checkbox"/> Important Landmark
<input type="checkbox"/> Unique Regional Expression	<input checked="" type="checkbox"/> Particular Type
<input type="checkbox"/> Unique Materials	<input type="checkbox"/> Particular Time
<input checked="" type="checkbox"/> Cultural Significance	<input type="checkbox"/> Other Verifiable quality
<input type="checkbox"/> Particular Style	
<input type="checkbox"/> Historic Significance in Landscape Design	

**STATEMENT OF SIGNIFICANCE** Explain categories of significance noted above.

Noyes Athletic Field is significant as a representative of a particular type of park within the development of the St. Joseph parks and boulevards system. George Kessler to some extent, and George Burnap in particular, assigned each of the parks in the system with a particular function - formal, botanical, zoological, lookout, or in the case of the Athletic Field - recreational. There were no frills or extras planned for the park. In fact, it is not even sure if a master plan was ever conceived for the Athletic Field. However, there was never any question of the need for this type of park. Charles Mulford Robinson clearly outlined this need in his 1910 report, and even recommended an athletic field just a few blocks north of the present site. Once this site was chosen, the provision of active recreational facilities was to be its sole function. Today, Noyes Athletic Field still serves the same role in the parks system of St. Joseph.

Many of the recreational facilities have been updated over the years. However, the tennis house is representative of an earlier architectural style, and the horseshoe courts harken back to another era. Thus the park represents an evolution of recreation in parks.

12. **SOURCES FOR INFORMATION** Note the sources used in this survey. Cite source, address, type of material.

X Local Repositories

Newspaper Clipping Files, St. Joseph Parks Department, Krug Park. St. Joseph Public Library. Martin Thomas Files, St. Joseph Museum.

\_\_\_ Non-Local Sources of Documents

X Bibliography of Major Sources

See **BIBLIOGRAPHY**, Summary Report.

13. **FORM PREPARATION**

Date July, 1991

Name(s): Deon K. Wolfenbarger Street Address: 9550 NE Cookingham Drive

City/Town: Kansas City State: Missouri Zip Code: 64157 Phone: 816/792-1275

















**AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS: HISTORIC LANDSCAPES SURVEY  
NATIONAL SURVEY FORM**

**1. LANDSCAPE NAME**

Historic: Noyes Boulevard; Noyes Parkway  
Common/Current: Noyes Boulevard

**2. LOCATION**

USGS Quadrangle: Acreage:  
City/Town: St. Joseph County: Buchanan  
Zip Code: State: Missouri  
Congressional District: 6th UTM Coordinates:

**3. OWNER OF PROPERTY** If group or government agency give contact person.

Name/Contact Person: Parks & Recreation Department Phone: 816/271-5500  
Bill McKinney, Director.

Street Address: 100 Krug Park Castle  
City/Town: St. Joseph State: MO Zip Code: 64056

**4. LANDSCAPE TYPE** Check all that apply.

<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> Garden	<input type="checkbox"/> Commemorative	<input type="checkbox"/> Institution
<input type="checkbox"/> Residence	<input type="checkbox"/> Botanical	<input type="checkbox"/> Rural	<input checked="" type="checkbox"/> Streetscape
<input type="checkbox"/> Estate	<input type="checkbox"/> garden	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> City/Town
<input type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input type="checkbox"/> Square/Commons	<input type="checkbox"/> Settlement
<input type="checkbox"/> Battlefield	<input type="checkbox"/> Cemetery	<input checked="" type="checkbox"/> Park system	<input type="checkbox"/> Enclave
<input type="checkbox"/> Fort	<input type="checkbox"/> Monument	<input type="checkbox"/> Water feature	
<input type="checkbox"/> Ceremonial	<input type="checkbox"/> grounds	<input type="checkbox"/> Farm	
<input checked="" type="checkbox"/> Other:			

Brief description of type: Boulevard

**5. LANDSCAPE STATUS** Check and describe as required.

Ownership:	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Other
Access:	<input checked="" type="checkbox"/> Unrestricted	<input type="checkbox"/> Restricted	<input type="checkbox"/> No access
Status:	<input checked="" type="checkbox"/> Safe	<input type="checkbox"/> Endangered	<input type="checkbox"/> Action Needed
		<input type="checkbox"/> Preservation Undertaken	

Further Information:

**6. LANDSCAPE ADDRESS AND BOUNDARY INFORMATION**

Specific location, streets and features comprising the boundary.

Noyes Boulevard follows 28th Street for a majority of its length. It runs north/south, and this section has its northern terminus at Sherman Avenue, and southern terminus at Messanie. Parkway A connects this section of Noyes Boulevard (28th Street) to another short section to the east, which follows 31st Street. This portion of Noyes Boulevard has its northern terminus at Patee, and its southern terminus at Bartlett Park (Renick).

Repository of Legal Description, Courthouse/Registry of Deeds:

Recorder of Deeds, Buchanan County Courthouse

Contact Person:

Street Address: 505 Faraon Street

City/Town: St. Joseph

State: Missouri

Zip Code: 64501

Phone: 816/271-1437

**7. REPRESENTATION IN OTHER SURVEYS** Check and give Details.

National Register       National Landmark       State Designation  
 Local Designation       Other

Title of Survey:

Depository of Survey Records:

In 1971, the St. Joseph parks system was designated a local historic landmark by the St. Joseph Landmark Commission. No records can be found in the Community Development Department of that designation. In 1971, the designation carried no restrictions and was strictly honorific.

**8. HISTORIC INFORMATION** Check, circle and complete.

- Original Landscape Architect/Designer/Planner/Creator Name(s)  
George Kessler
- Alteration or Addition Landscape Arch/Designer/Planner/Creator Name(s)
- Gardener/Horticulturist Name(s)
- Builder/Engineer Name(s)
- Client/Community Leader Name(s)
- Date(s) of Construction: See chronological outline below.

**BRIEF CHRONOLOGY:** Indicate pertinent facts about construction, subsequent changes, events, notable occurrences; include social and cultural factors.

### CHRONOLOGICAL OUTLINE

- 1912 George Kessler's plans for parks system lays out path of Noyes Boulevard from Ashland to Messanie.
- Condemnation proceedings begin for Noyes.
- Grading begins on Noyes.
- 1914 Defeat of Prospect Park case leads park board to concentrate on Noyes. Plans for grading worked on.
- 4,000 elms purchased; majority planted along Noyes.
- 1921 Additional elms planted along Noyes, as well as 4,000 shrubs on south side.
- 1925 Landscape architectural firm of Olmsted Brothers recommends eliminating two of three rows of street trees on Noyes.
- 1930 Noyes Boulevard resurfaced.

### NARRATIVE

Noyes Boulevard was first envisioned in George Kessler's plans of 1912. As work began almost immediately, the boulevard route was naturally included by Burnap in his plans for a park system, including the jog at Messanie to the east which was to become Parkway A (formerly considered a part of Noyes Boulevard).

Once the route for the boulevard was decided, its development began almost immediately. By the time George Kessler presented his 1912 report to the Board of Park Commissioners, court proceedings had already begun for key portions of the system. In order to make the public aware of the benefits of the park system, the Board decided to work on acquiring the land for Prospect Park, enlarge Bartlett Park and begin a portion of Noyes "Parkway" as it

was called then. There was intense opposition to Prospect Park however, and a court case which the city eventually lost caused the plans for a park system to be delayed for a few years. Thus Prospect Park failed, and Bartlett Park was never enlarged. The construction of Noyes Boulevard continued however, in spite of protests over the method of its acquisition and assessment.

In his report, Kessler classified the boulevards and parkways into inner, outer, and connecting systems. Noyes "Parkway" was the connecting mechanism between Krug and Bartlett Parks. As these were the parks which were already existing before any plans for a city-wide system were undertaken, it was only natural that there be some effort to connect them. Also, residential development had already begun along the route. It was the residents along Noyes who eventually bore the brunt of the development expense, and they protested the most over the method of assessment. In spite of their protests over the costs, it appears that Noyes was in fact a preferred development location. Some of the finest residences of the period were constructed along this boulevard. That development in turn probably assured that Noyes Boulevard would have been "improved" no matter the outcome of the rest of the parks system.

Nonetheless, when Burnap's plans were presented to the public in 1916, the Park Board was quick to admit that the method of paying for Noyes had been "an unfortunate experience". When it was time to meet with the various neighborhood associations, the one representing the Noyes Boulevard district naturally had some reservations, and it was over the financing (not the design) of the plan. Although assured that the previous unfair taxation burden would not happen again, in 1919 the levy for maintenance and repair for property owners on Noyes was twice what the other boulevard residents were paying. Although this seems unfair at first glance, it is important to note that Noyes Boulevard was also the most "improved" and utilized boulevard by this date, and therefore required a higher level of maintenance and repair.

Grading work had begun on Noyes Boulevard at approximately the same time Kessler's report was being presented to the Board of Park Commissioners in 1912. This took several years to complete, but Noyes was basically finished by the time Burnap's plans were taken up again in 1921. Several thousand elms were planted three rows deep along Noyes, and thousands of shrubs were planted forming a border on the south side of the parkway. Although not officially part of the parks system, elms were also planted in streets adjacent to Noyes, thereby continuing the parkway effect.

When the park board again took up promoting Burnap's plans in 1921, objections were raised about Corby Grove. Burnap had called for Noyes to connect Corby Grove on the north with Bartlett Park to the south. The objections continued throughout the bond issue campaign of 1925. The editorials of the time felt that Corby Grove was the heart of the entire system. "Noyes Boulevard would be the backbone, but with the heart of the north end stricken out, Noyes Boulevard would fail of its purpose, as its connections to the north would be broken". In other words, since Noyes was basically completed by 1925, without Corby Grove, the city would have a boulevard leading to nowhere.

By this time, the Commissioners were making a distinction between boulevards and parkways. City engineer W.K. Seitz defined a boulevard as a formal arrangement of paving, curbs, gutters, trees, turf and lights. It is a sort of glorified street, with straight lines and right angles, taking not account of topographical conditions, but running up hill and down dale like a commercial thoroughfare.

Noyes, by his definition, was a real boulevard. A parkway, on the other hand, was an "adaptation and embellishment of natural conditions".

In 1926, the Olmsted Brothers landscape architectural firm reviewed the park system and made several recommendations. Regarding Noyes Boulevard, they felt that two of the three rows of street trees could be eliminated so that the street could be widened if necessary. Although their report was never formally adopted, the parks department did eventually take their advice about Noyes.

**9. DESCRIPTION** Check and describe.

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

**EXISTING CONDITIONS:** Begin with overall description, then note specifics. Emphasize landscape features. Attach plan as appropriate. Include photographs of significant views and features with location and direction of view noted on plan.

Noyes Boulevard extends from the north at Sherman Avenue (at approximately the junction of Corby Parkway and Ashland) to Locust on the south. To this point, Noyes Boulevard serves as 28th Street. At Locust, Parkway A jogs to the southeast to 31st Street. At this point, 31st Street becomes Noyes Boulevard from Parkway A south to Renick and Bartlett Park.

Noyes is the parks system's only formal boulevard, fitting in with the existing grid system of streets imposed on St. Joseph's topography. The block from Sherman Avenue to Frederick Avenue contains impressive residential structures of varying revival styles popular during the 1920's. The two-story houses are set back from the street on fairly large lots (Photos NB-2, NB-3). Historic street light standards are still in use in this block (Photo NB-1). From Frederick Avenue to Union, the homes are from approximately the same period. The residences on the east side are large and set back from the street, while the ones on the west are more modest. Modern street light standards are found along Noyes south of Frederick.

There is a slight jog to the east on Noyes at Union (Photo NB-4); on street parking is allowed for a short distance here. Heading south, there is a drop in grade at Clay. The residences in this area are bungalow varieties on the east, and two-story foursquare structures on the west (Photo NB-5). From Sherman Avenue south to this section, the boulevard is lined with one row of regularly spaced, medium-sized elms. At this point, the street trees thin out in some places. Small saplings have been planted as replacements in most spots (Photo NB-6).

South of Jules, the residences date from post WWII. At Edmond south to Messanie, Noyes Athletic Field is on the west side of the boulevard. After the athletic field, the visual characteristics of the boulevard disappear. The only visual clue that the parkway system continues is a blue "Scenic Tour Route" sign pointing to the east at approximately Locust.

At this point, Parkway A heads southeast to 31st Street (see separate survey form). At one time during the development of the parks system, this was considered a part of Noyes Boulevard. Today however, Noyes actually begins again at the intersection of Parkway A and 31st Street. It heads south for four tenths of a mile to the entrance of Bartlett Park.

Noyes Boulevard today is well maintained, with the surface materials and curbs in good condition. A regular street tree replacement program seems to be in effect; however, many of the mature elms are in fair to poor condition. The effect of their future loss should be considered.

**10. HISTORIC LANDSCAPE INTEGRITY** Check and Describe.

<input checked="" type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input checked="" type="checkbox"/> Boundaries	<input checked="" type="checkbox"/> Use
<input checked="" type="checkbox"/> Spatial Relationships	<input checked="" type="checkbox"/> Topography	<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Scenic Qualities
<input type="checkbox"/> Vegetation	<input type="checkbox"/> Site Furnishings	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Adjacent Factors

**STATEMENT OF INTEGRITY** Describe the degree to which the overall historic landscape and its significant features are present today in their historic form. Explain the categories of integrity noted above and any others that apply.

Noyes Boulevard retains a high degree of integrity in nearly all of the landscape categories, indicated above. The design is basically intact, except for the reduction of the three rows of street trees to just one. This was necessary for widening the road to meet modern automobile requirements. As the boulevard retains its original design intent, use, boundaries, topography, spatial relationships, circulation system, and scenic qualities, the majority of the design is therefore intact. A portion of the original site furnishings, the street light standards on the block from Sherman to Frederick Avenue, are also intact.

The only major category which is not historic is the vegetation. This is not at all unusual, as the Dutch Elm disease has generally devastated most street trees in this country. The current trees have the same design characteristics, feeling, and function as the original street trees however. Unfortunately, it appears as if they too are falling prey to either disease or pollution.

**11. SIGNIFICANCE** Check the reasons the landscape is historically important.

<input type="checkbox"/> Association w/ Person, Group, Event	<input type="checkbox"/> Fine Craftsmanship
<input checked="" type="checkbox"/> Work of Recognized Master	<input checked="" type="checkbox"/> Time Sequence
<input type="checkbox"/> Important Artistic Statement	<input checked="" type="checkbox"/> Important Landmark
<input type="checkbox"/> Unique Regional Expression	<input checked="" type="checkbox"/> Particular Type
<input type="checkbox"/> Unique Materials	<input type="checkbox"/> Particular Time
<input checked="" type="checkbox"/> Cultural Significance	<input type="checkbox"/> Other Verifiable quality
<input checked="" type="checkbox"/> Particular Style	
<input type="checkbox"/> Historic Significance in Landscape Design	

**STATEMENT OF SIGNIFICANCE** Explain categories of significance noted above.

Noyes Boulevard is significant in the history of the development of the parks system of St. Joseph. It is the only formal boulevard in the entire system (along with a very small portion of Maple Leaf), and is thus the only representative of a particular type of landscape which was so popular during the City Beautiful movement.

It is also the significant in the history of the proceedings which led to the acquisition and development of the system. The development of Noyes Boulevard was one of three projects originally promoted by the Board of Park Commissioners and by George Kessler. In spite of the court case which decided that the method of assessing benefits for park districts was not appropriate for paying for the parks, Noyes Boulevard was purchased, graded, and improved. By the time the park bond issue was voted on in 1926, Noyes was basically already completed. There are probably a number of reasons why Noyes was developed in spite of the loss of the Prospect Park case. For one thing, by that time residential development had already begun in the area, and the residents probably approved of the improvements of Noyes (even if they did not want to pay for it). Secondly, Noyes followed the existing grid pattern of city streets rather than being a curving parkway which required more land and possible demolition of existing structures. Therefore, Noyes Boulevard would have fit into the city's system of streets even if the parks system never materialized.

The residential development along Noyes also represents a time sequence of architectural styles. As mentioned earlier, residential development had already begun by the time the construction of Noyes was in full swing. However, the development of the boulevard was recognized for encouraging a higher class of residences than might have been typically expected. It has retained this desirable quality up through the present time.

More importantly however, Noyes Boulevard is a representative of the work of George Kessler. Although Burnap followed much of Kessler's plan and expanded upon it, Noyes Boulevard actually began construction in 1912 on the basis of Kessler's plan. Before Burnap was even invited to work for St. Joseph then, Noyes Boulevard was in place. By utilizing the preliminary work of Kessler, Burnap was able to build upon the plan and gave Noyes a more fitting north terminus in Corby Grove. It was Kessler however, to whom the planning of Noyes can be directly attributed.

12. **SOURCES FOR INFORMATION** Note the sources used in this survey. Cite source, address, type of material.

Local Repositories

Newspaper Clipping Files, St. Joseph Parks Department, Krug Park. St. Joseph Public Library. Martin Thomas Files, St. Joseph Museum.

Non-Local Sources of Documents

Bibliography of Major Sources

See **BIBLIOGRAPHY**, Summary Report.

13. **FORM PREPARATION**

Date July, 1991

Name(s): Deon K. Wolfenbarger Street Address: 9550 NE Cookingham Drive  
City/Town: Kansas City State: Missouri Zip Code: 64157 Phone: 816/792-1275







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**AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS: HISTORIC LANDSCAPES SURVEY  
NATIONAL SURVEY FORM**

**1. LANDSCAPE NAME**

Historic: "A"  
Common/Current: Parkway A

**2. LOCATION**

USGS Quadrangle: Acreage: 13 acres  
City/Town: St. Joseph County: Buchanan  
Zip Code: State: Missouri  
Congressional District: 6th UTM Coordinates:

**3. OWNER OF PROPERTY** If group or government agency give contact person.

Name/Contact Person: Parks & Recreation Department Phone: 816/271-5500  
Bill McKinney, Director.

Street Address: 100 Krug Park Castle  
City/Town: St. Joseph State: MO Zip Code: 64056

**4. LANDSCAPE TYPE** Check all that apply.

<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> Garden	<input type="checkbox"/> Commemorative	<input type="checkbox"/> Institution
<input type="checkbox"/> Residence	<input type="checkbox"/> Botanical	<input type="checkbox"/> Rural	<input type="checkbox"/> Streetscape
<input type="checkbox"/> Estate	garden	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> City/Town
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input type="checkbox"/> Square/Commons	<input type="checkbox"/> Settlement
<input type="checkbox"/> Battlefield	<input type="checkbox"/> Cemetery	<input checked="" type="checkbox"/> Park system	<input type="checkbox"/> Enclave
<input type="checkbox"/> Fort	<input type="checkbox"/> Monument	<input type="checkbox"/> Water feature	
<input type="checkbox"/> Ceremonial	grounds	<input type="checkbox"/> Farm	
<input type="checkbox"/> Other:			

Brief description of type:

**5. LANDSCAPE STATUS** Check and describe as required.

Ownership:	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Other
Access:	<input checked="" type="checkbox"/> Unrestricted	<input type="checkbox"/> Restricted	<input type="checkbox"/> No access
Status:	<input checked="" type="checkbox"/> Safe	<input type="checkbox"/> Endangered	<input type="checkbox"/> Action Needed
		<input type="checkbox"/> Preservation Undertaken	

Further Information:

**6. LANDSCAPE ADDRESS AND BOUNDARY INFORMATION**

Specific location, streets and features comprising the boundary.

Runs southeast from 28th Street to 30th, south of Messanie and north of Olive.

Repository of Legal Description, Courthouse/Registry of Deeds:

Recorder of Deeds, Buchanan County Courthouse

Contact Person:

Street Address: 505 Faraon Street

City/Town: St. Joseph

State: Missouri

zip code: 64501

Phone: 816/271-1437

**7. REPRESENTATION IN OTHER SURVEYS** Check and give Details.

National Register

National Landmark

State Designation

Local Designation

Other

Title of Survey:

Depository of Survey Records:

In 1971, the St. Joseph parks system was designated a local historic landmark by the St. Joseph Landmark Commission. No records can be found in the Community Development Department of that designation. In 1971, the designation carried no restrictions and was strictly honorific.

8. HISTORIC INFORMATION Check, circle and complete.

- Original Landscape Architect/Designer/Planner/Creator Name(s)  
Charles Mulford Robinson/George Kessler
- Alteration or Addition Landscape Arch/Designer/Planner/Creator Name(s)  
George Burnap
- Gardener/Horticulturist Name(s)
- Builder/Engineer Name(s)
- Client/Community Leader Name(s)
- Date(s) of Construction: See chronological outline below.

**BRIEF CHRONOLOGY:** Indicate pertinent facts about construction, subsequent changes, events, notable occurrences; include social and cultural factors.

### CHRONOLOGICAL OUTLINE

- 1910 Charles Mulford Robinson's report proposes this site as a park tract.
- 1912 George Kessler's plan for the parks system lays out path of Noyes Boulevard from Ashland to Bartlett Park, and includes a parkway section referred to as "A".
- Condemnation proceedings and grading begins for Noyes and "A". First section under control of Park Board is 28th from Messanie to Mary.
- 1913 Series B park certificates issued for establishing Parkway A from 30th to Mitchell.
- 1914 Defeat of Prospect park case leads park board to concentrate on Noyes and "A". Grading plans worked on.
- Elm tree planting project includes "A".
- 1916 Parks Board takes control of Parkway A, and Series D certificates issued for section from Messanie to 30th.
- George Burnap's plans for system include Noyes and "A" as Kessler laid them out.
- 1923 Paving of Parkway A begins.

## NARRATIVE

Charles Mulford Robinson first proposed acquiring this tract of land for park purposes in his 1910 plan for a park system for St. Joseph. He noted "a picturesque creek bed . . . between unoccupied and considerably wooded banks" which ran from 28th Street to the eastern city limits at 36th Street. "Along its line there are spaces that broaden out into park tracts that will be precious".

Although Robinson may have been the first to bring the tract to the attention of the public, it was George Kessler who recommended that it serve as part of the connecting system of drives. At first, Parkway A was considered a part of Noyes Boulevard. Noyes was to be the formal boulevard, but this small section, referred to as "A", was to receive a parkway treatment. Thus although its type of design was different from the rest of Noyes Boulevard, Parkway A shares a majority of its history with it.

Noyes Boulevard was first envisioned in George Kessler's plans of 1912. His concept was directly copied by Burnap in 1916, including the jog at Messanie to the east which was to become Parkway A.

Once the route for the boulevard was decided, its development began almost immediately. By the time George Kessler presented his 1912 report to the Board of Park Commissioners, court proceedings had already begun for key portions of the system. In order to make the public aware of the benefits of the park system, the Board decided to work on acquiring the land for Prospect Park, enlarge Bartlett Park and begin a portion of Noyes "Parkway" as it was called then. There was intense opposition to Prospect Park however, and a court case which the city eventually lost caused the plans for a park system to be delayed for a few years. Thus Prospect Park failed, and Bartlett Park was never enlarged. The construction of Noyes Boulevard and "A" continued however, in spite of protests over the method of its acquisition and assessment.

In his report, Kessler classified the boulevards and parkways into inner, outer, and connecting systems. Noyes "Parkway" was the connecting mechanism between Krug and Bartlett Parks. As these were the parks which were already existing before any plans for a city-wide system were undertaken, it was only natural that there be some effort to connect them. Also, residential development had already begun along the route. It was the residents along Noyes who bore the brunt of the development expense, and they protested the most over the method of assessment. In spite of their protests over the costs, it appears that Noyes was in fact a preferred development location.

Nonetheless, when Burnap's plans were presented to the public in 1916, the Park Board was quick to admit that the method of paying for Noyes had been "an unfortunate experience". When it was time to meet with the various neighborhood associations, the one representing the Noyes Boulevard district naturally had some reservations, and it was over the financing (not the design) of the plan. Although assured that the previous unfair taxation burden would not happen again, in 1919 the levy for maintenance and repair for property owners on Noyes and Parkway "A" was twice what the other boulevard residents were paying.

Although this seems unfair at first glance, it is important to note that Noyes Boulevard was also the most "improved" and utilized boulevard by this date, and therefore required a higher level of maintenance and repair.

Grading work had begun on Noyes Boulevard and "A" at approximately the same time Kessler's report was being presented to the Board of Park Commissioners in 1912. This took several years to complete, but Noyes and Parkway "A" were purchased and graded by the time Burnap's plans were taken up again in 1921. The development of Parkway A continued prior to the parks bond issue of 1926. In 1923 and 1924, \$15,400.00 was spent for the paving of Parkway A.

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

a formal arrangement of paving, curbs, gutters, trees, turf and lights. It is sort of glorified street, with straight lines and right angles, taking not account of topographical conditions, but running up hill and down dale like a commercial thoroughfare.

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

9. DESCRIPTION Check and describe.

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

**EXISTING CONDITIONS:** Begin with overall description, then note specifics. Emphasize landscape features. Attach plan as appropriate. Include photographs of significant views and features with location and direction of view noted on plan.

Parkway A is a thirteen and a half acre strip of land extending from 28th (Noyes) and Locust southeast to 31st (also Noyes) just north of Olive. The length of the roadway between these two intersections is approximately four tenths of a mile. From 28th to 30th Street, the roadway is curving and is flanked by a wide right-of-way, forming the impression of driving through a park (Photo PA-1). The block from 30th to 31st is straight however, with residential development, sidewalks, and driveways entering the street.

The roadbed itself is set within a former creek bed, with the land gently rising on both sides. Following the north edge of the road is a bike path (Photo PA-2). The topography is steep enough in one area to be used as a sledding hill by neighborhood children in the winter. To the south of the drive, a grass ball diamond with backstop is situated in a level area. The majority of the right-of-way is nicely maintained grass with mature deciduous trees scattered throughout, although a dense line of trees follows the northern boundary of the parkway.

**10. HISTORIC LANDSCAPE INTEGRITY** Check and Describe.

<input checked="" type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input checked="" type="checkbox"/> Boundaries	<input checked="" type="checkbox"/> Use
<input checked="" type="checkbox"/> Spatial Relationships	<input checked="" type="checkbox"/> Topography	<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Scenic Qualities
<input checked="" type="checkbox"/> Vegetation	<input type="checkbox"/> Site Furnishings	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Adjacent Factors

**STATEMENT OF INTEGRITY** Describe the degree to which the overall historic landscape and its significant features are present today in their historic form. Explain the categories of integrity noted above and any others that apply.

Parkway A retains a high degree of integrity in nearly all of the historic landscape areas. There were never any architectural features, and the only site furnishings, street lights, have been replaced. In addition, a specific site plan for Parkway A has not been found, but Kessler's and Burnap's plans for the entire system reveal that the boundaries, circulation system, and spatial relationships remain intact.

Reports from the historic period indicate that the design intent of the Parkway is still being fulfilled today. The majority of the extant vegetation is mature and would be from the historic period. The street trees on the block from 30th to 31st Street are replacements, but they are fulfilling the same design function as the original trees.

**11. SIGNIFICANCE** Check the reasons the landscape is historically important.

- |  |   |
|--|---|
| <input type="checkbox"/> Association w/ Person, Group, Event       | <input type="checkbox"/> Fine Craftsmanship         |
| <input checked="" type="checkbox"/> Work of Recognized Master      | <input type="checkbox"/> Time Sequence              |
| <input type="checkbox"/> Important Artistic Statement              | <input type="checkbox"/> Important Landmark         |
| <input type="checkbox"/> Unique Regional Expression                | <input checked="" type="checkbox"/> Particular Type |
| <input type="checkbox"/> Unique Materials                          | <input type="checkbox"/> Particular Time            |
| <input checked="" type="checkbox"/> Cultural Significance          | <input type="checkbox"/> Other Verifiable quality   |
| <input checked="" type="checkbox"/> Particular Style               |   |
| <input type="checkbox"/> Historic Significance in Landscape Design |   |

**STATEMENT OF SIGNIFICANCE** Explain categories of significance noted above.

As with Noyes Boulevard, Parkway A is significant as a representation of the site design work of George Kessler. However, the tract of land which contained Parkway A was actually first recommended for park usage in 1910 by Charles Mulford Robinson. In his report, he does not specifically state that a drive would go through the site. However, this is assumed as Robinson was promoting a system of connecting park drives to serve as a "garland of green" around the city. Robinson was less concerned with the specifics of site design in his report. Thus Parkway A, while being an example of Kessler's design expertise, is also a physical representation of the land planning capabilities of Charles Mulford Robinson.

Noyes Boulevard (and therefore Parkway A) began construction in 1912 on the basis of Kessler's plan. Before George Burnap was even invited to work for St. Joseph then, Parkway A was in place. Utilizing the preliminary work of Kessler, Burnap built upon the plan and included those features already constructed. Therefore it was Kessler whom the design of the roadway of Parkway A can be directly attributed, and Robinson for the initial planning. Although several other miles of parkways were later constructed in St. Joseph, this was the first completed. To date, research has not revealed whether Burnap had any previous experience with parkway design before he worked in St. Joseph. If that should prove to be the case, Parkway A as designed by Kessler probably had a significant influence on Burnap's design, serving as an example for the rest of the system, and potentially for later work in other cities.

It is also the significant in the history of the proceedings which led to the acquisition and development of the system. The development of Noyes Boulevard (including "A") was one of three projects originally promoted by the Board of Park Commissioners and by George Kessler. In spite of the court case which decided that the method of assessing benefits for park districts was not appropriate for paying for the parks, the board went ahead with the purchase of "A". By the time the park bond issue was voted on in 1926, Noyes and "A" were basically already completed.

"A" is also important as a particular type of landscape; more specifically, as a particular type of drive - the parkway. The majority of St. Joseph's park drives were to be parkways, not formal boulevards. What makes Parkway A unique in St. Joseph is that is actually part of the only formal boulevard - an interesting interruption in the straight alignment and formal treatment of Noyes.

12. **SOURCES FOR INFORMATION** Note the sources used in this survey. Cite source, address, type of material.

Local Repositories

Newspaper Clipping Files, St. Joseph Parks Department, Krug Park. St. Joseph Public Library. Martin Thomas Files, St. Joseph Museum.

Non-Local Sources of Documents

Bibliography of Major Sources

See **BIBLIOGRAPHY**, Summary Report.

13. **FORM PREPARATION**

Date July, 1991

Name(s): Deon K. Wolfenbarger Street Address: 9550 NE Cookingham Drive

City/Town: Kansas City State: Missouri zip Code: 64157 Phone: 816/792-1275





**AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS: HISTORIC LANDSCAPES SURVEY  
NATIONAL SURVEY FORM**

**1. LANDSCAPE NAME**

Historic: Commercial Park  
Common/Current: South Park

**2. LOCATION**

USGS Quadrangle: Acreage: 40  
City/Town: St. Joseph County: Buchanan  
Zip Code: State: Missouri  
Congressional District: 6th UTM Coordinates:

**3. OWNER OF PROPERTY** If group or government agency give contact person.

Name/Contact Person: Parks & Recreation Department Phone: 816/271-5500  
Bill McKinney, Director.

Street Address: 100 Krug Park Castle  
City/Town: St. Joseph State: MO Zip Code: 64056

**4. LANDSCAPE TYPE** Check all that apply.

<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> Garden	<input type="checkbox"/> Commemorative	<input type="checkbox"/> Institution
<input type="checkbox"/> Residence	<input type="checkbox"/> Botanical	<input type="checkbox"/> Rural	<input type="checkbox"/> Streetscape
<input type="checkbox"/> Estate	<input type="checkbox"/> garden	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> City/Town
<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Parkway	<input type="checkbox"/> Square/Commons	<input type="checkbox"/> Settlement
<input type="checkbox"/> Battlefield	<input type="checkbox"/> Cemetery	<input checked="" type="checkbox"/> Park system	<input type="checkbox"/> Enclave
<input type="checkbox"/> Fort	<input type="checkbox"/> Monument	<input type="checkbox"/> Water feature	
<input type="checkbox"/> Ceremonial	<input type="checkbox"/> grounds	<input type="checkbox"/> Farm	
<input type="checkbox"/> Other:			

Brief description of type:

**5. LANDSCAPE STATUS** Check and describe as required.

Ownership:	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Other
Access:	<input checked="" type="checkbox"/> Unrestricted	<input type="checkbox"/> Restricted	<input type="checkbox"/> No access
Status:	<input checked="" type="checkbox"/> Safe	<input type="checkbox"/> Endangered	<input type="checkbox"/> Action Needed
		<input type="checkbox"/> Preservation Undertaken	

Further Information:

**6. LANDSCAPE ADDRESS AND BOUNDARY INFORMATION**

Specific location, streets and features comprising the boundary.

Bounded by Commercial Street on the north, 22nd Street on the east, Southwest Parkway on the south, and 19th Street on the west.

Repository of Legal Description, Courthouse/Registry of Deeds:

Recorder of Deeds, Buchanan County Courthouse

Contact Person:

Street Address: 505 Faraon Street

City/Town: St. Joseph

State: Missouri

Zip Code: 64501

Phone: 816/271-1437

**7. REPRESENTATION IN OTHER SURVEYS** Check and give Details.

National Register

National Landmark

State Designation

Local Designation

Other

Title of Survey:

Depository of Survey Records:

In 1971, the St. Joseph parks system was designated a local historic landmark by the St. Joseph Landmark Commission. No records can be found in the Community Development Department of that designation. In 1971, the designation carried no restrictions and was strictly honorific.

**8. HISTORIC INFORMATION** Check, circle and complete.

- Original Landscape Architect/Designer/Planner/Creator Name(s)
- Alteration or Addition Landscape Arch/Designer/Planner/Creator Name(s)
- Gardener/Horticulturist Name(s)
- Builder/Engineer Name(s)
- Client/Community Leader Name(s)
- Date(s) of Construction: See chronological outline below.

**BRIEF CHRONOLOGY:** Indicate pertinent facts about construction, subsequent changes, events, notable occurrences; include social and cultural factors.

**CHRONOLOGICAL OUTLINE**

- 1916 George Burnap's plans for St. Joseph's park system indicate a park to the east of 22nd Street, rather than in the present location.
- 1921 The revised plans for the park system reveal South Park in its present location.  
  
The twelve acres known as "Commercial Park" and owned by the railroad are proposed for condemnation, and later purchased.
- 1925 Sewer line is laid, allowing for development of the low-lying land.

## **Narrative**

South Park originated as a twelve and a half acre site belonging to the railroad. It was known as Commercial Park, and was located in an industrial center of St. Joseph. A packinghouse, brickyards, cement sewer pipe works and other various industries were nearby, as were the residences of the industrial and railroad workers.

For many years, the land which would be South Park provided the only recreational spot in an industrial district. Kessler's plans have a boulevard coming by the site, but his proposed park for the area is located further to the west at 11th Street. George Burnap's proposed park system plans from 1916 indicate a park closer to the present site, but situated on the east side of 22nd Street, rather than the west. The plans taken up again in 1921 recommend a park in the present location, thus taking some advantage of the existing land use.

Photographs from 1921 show small wooden buildings in a field, and reports indicated that the railroad had no special use for the tract. However, that did not stop a protest against the valuation. Although the property was condemned in 1921, in 1922 hearings were conducted on the condemnation proceedings for South park. The city valued the land at \$2,500.00, while the Stallard-Schmidt Company placed the value at \$9,000.00, most of which was damage to business.

The differences were eventually settled, and by 1923, nearby residents were requesting input into the proposed improvements for South Park. It wasn't until the bond issue passed that any money was available for development, however. In 1925, construction on the sewer began, which allowed for the eventual development of the low-lying land.

**9. DESCRIPTION** Check and describe.

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

**EXISTING CONDITIONS:** Begin with overall description, then note specifics. Emphasize landscape features. Attach plan as appropriate. Include photographs of significant views and features with location and direction of view noted on plan.

South Park, also referred to as Drake Field, is located between Southwest Parkway and Commercial between 19th and 22nd Street. Although a total of 40 acres have been condemned for the park, the recreational development all occurs on the original 12 1/2 acre tract. The rest of the land gives the appearance of being a part of Southwest Parkway, which forms the southern border of the park.

Commercial Street forms the north boundary of the park, and is five to ten feet higher in elevation than the park. A steep bank follows Commercial; at the bottom of the embankment is a gravel drive which runs along the entire north boundary of the park, providing access to the recreational facilities (there is no egress to Commercial Street).

A large asphalt parking lot is at the northeast corner of the park, with entrances off of 22nd Street. The parking is adjacent to Drake Ball Field, a lighted softball field with metal and wood bleachers having seating capacity for 200 (Photo S-1). A concrete block concession stand has a "press box" above covered with plywood sheeting. The restrooms are constructed of concrete block as well.

West of the lighted ball field is a "youth baseball" field (Photo S-2). These have two small bleachers, and another concrete block concession stand. To the west of this field, in the northwest corner of the park, are three lighted asphalt tennis courts. The gravel drive widens at this point and provides parking for this end of the park.

In the southwest corner of the park is a viaduct over the railroad tracks. Another ball field (grass) with backstop is located in this corner.

**10. HISTORIC LANDSCAPE INTEGRITY** Check and Describe.

<input type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Boundaries	<input checked="" type="checkbox"/> Use
<input type="checkbox"/> Spatial	<input checked="" type="checkbox"/> Topography	<input type="checkbox"/> Architectural	<input type="checkbox"/> Scenic
<input type="checkbox"/> Relationships	<input type="checkbox"/> Site	<input type="checkbox"/> Features	<input type="checkbox"/> Qualities
<input type="checkbox"/> Vegetation	<input type="checkbox"/> Furnishings	<input type="checkbox"/> Circulation	<input type="checkbox"/> Adjacent Factors

**STATEMENT OF INTEGRITY** Describe the degree to which the overall historic landscape and its significant features are present today in their historic form. Explain the categories of integrity noted above and any others that apply.

South Park retains its historic integrity at a minimum in the areas marked on the survey form. As with all of the parks lacking their historic master plan, it is impossible to assess the integrity of one very important area - Design/plan. In addition, the reports from the period do not contain much detail on South Park, making it difficult to ascertain much about its historic character and intent.

It is known that the surrounding area was congested and industrialized. The nearby residents had few recreational resources to turn to. Its design intent appears to have been to provide these resources for the neighborhood; today, it still serves that original design intent and use. Although the ball field and tennis facilities are recent, it is probable that the spatial relationships still retain their historic integrity. Without further information however, it would not be accurate to make that assumption at this state.

**11. SIGNIFICANCE** Check the reasons the landscape is historically important.

- |  |   |
|--|---|
| <input type="checkbox"/> Association w/ Person, Group, Event       | <input type="checkbox"/> Fine Craftsmanship         |
| <input type="checkbox"/> Work of Recognized Master                 | <input type="checkbox"/> Time Sequence              |
| <input type="checkbox"/> Important Artistic Statement              | <input type="checkbox"/> Important Landmark         |
| <input type="checkbox"/> Unique Regional Expression                | <input checked="" type="checkbox"/> Particular Type |
| <input type="checkbox"/> Unique Materials                          | <input type="checkbox"/> Particular Time            |
| <input checked="" type="checkbox"/> Cultural Significance          | <input type="checkbox"/> Other Verifiable quality   |
| <input type="checkbox"/> Particular Style                          |   |
| <input type="checkbox"/> Historic Significance in Landscape Design |   |

**STATEMENT OF SIGNIFICANCE** Explain categories of significance noted above.

South Park is significant in the historical development of the St. Joseph system of parks and boulevards. Park designers of the period, and indeed still today, recognized the need for different types of parks with varying degrees of development. In George Burnap's book Park: Their Design, Equipment, and Use, he described his classification system of parks. South Park would probably be what he termed a "Neighborhood Park - Tenement District". He felt their design should be simple and unpretentious, with the features substantial and easy to maintain. As far as equipment, he felt large open areas in gravel and drinking fountains were important. South Park appears to meet all his requirements for such a park, except for the provision of ample shade. Nonetheless, South Park represents an example of a particular type of park outlined by Burnap.

Since St. Joseph was of a moderate size and the proposed park system was so extensive, this was basically the only park of its type which Burnap recommended. In the other congested areas of town, if a small neighborhood park was not already owned by the city, it was generally not possible to purchase acreage for a new park or playground. A few parks did exist in the congested neighborhoods, but these were not connected to the rest of the system of parkways. Thus South Park is significant as the only park of its type designed for the new system of boulevards.

12. **SOURCES FOR INFORMATION** Note the sources used in this survey. Cite source, address, type of material.

Local Repositories

Newspaper Clipping Files, St. Joseph Parks Department, Krug Park. St. Joseph Public Library. Martin Thomas Files, St. Joseph Museum.

Non-Local Sources of Documents

Bibliography of Major Sources

See **BIBLIOGRAPHY**, Summary Report.

13. **FORM PREPARATION**

Date July, 1991

Name(s): Deon K. Wolfenbarger Street Address: 9550 NE Cookingham Drive  
City/Town: Kansas City State: Missouri Zip Code: 64157 Phone: 816/792-1275





**AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS: HISTORIC LANDSCAPES SURVEY  
NATIONAL SURVEY FORM**

**1. LANDSCAPE NAME**

Historic: Bartlett-Hyde Parkway; the "southwest extension"  
Common/Current: Southwest Parkway

**2. LOCATION**

USGS Quadrangle: Acreage:  
City/Town: St. Joseph County: Buchanan  
Zip Code: State: Missouri  
Congressional District: 6th UTM Coordinates:

**3. OWNER OF PROPERTY** If group or government agency give contact person.

Name/Contact Person: Parks & Recreation Department Phone: 816/271-5500  
Bill McKinney, Director.

Street Address: 100 Krug Park Castle  
City/Town: St. Joseph State: MO zip Code: 64056

**4. LANDSCAPE TYPE** Check all that apply.

<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> Garden	<input type="checkbox"/> Commemorative	<input type="checkbox"/> Institution
<input type="checkbox"/> Residence	<input type="checkbox"/> Botanical	<input type="checkbox"/> Rural	<input type="checkbox"/> Streetscape
<input type="checkbox"/> Estate	<input type="checkbox"/> garden	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> City/Town
<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Parkway	<input type="checkbox"/> Square/Commons	<input type="checkbox"/> Settlement
<input type="checkbox"/> Battlefield	<input type="checkbox"/> Cemetery	<input checked="" type="checkbox"/> Park system	<input type="checkbox"/> Enclave
<input type="checkbox"/> Fort	<input type="checkbox"/> Monument	<input type="checkbox"/> Water feature	
<input type="checkbox"/> Ceremonial	<input type="checkbox"/> grounds	<input type="checkbox"/> Farm	
<input type="checkbox"/> Other:			

Brief description of type:

**5. LANDSCAPE STATUS** Check and describe as required.

Ownership:	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Private	<input type="checkbox"/> Other
Access:	<input checked="" type="checkbox"/> Unrestricted	<input type="checkbox"/> Restricted	<input type="checkbox"/> No access
Status:	<input checked="" type="checkbox"/> Safe	<input type="checkbox"/> Endangered	<input type="checkbox"/> Action Needed
		<input type="checkbox"/> Preservation Undertaken	

Further Information:

**6. LANDSCAPE ADDRESS AND BOUNDARY INFORMATION**

Specific location, streets and features comprising the boundary.

Southwest Parkway's northern terminus is at Duncan (Bartlett Park); it travels in a southwesterly direction to its southern terminus at Hyde Park Avenue (Hyde Park). It lies between 3rd Street on the west, and 31st Street on the east.

Repository of Legal Description, Courthouse/Registry of Deeds:

Recorder of Deeds, Buchanan County Courthouse

Contact Person:

Street Address: 505 Faraon Street

City/Town: St. Joseph

State: Missouri

Zip Code: 64501

Phone: 816/271-1437

**7. REPRESENTATION IN OTHER SURVEYS** Check and give Details.

National Register

National Landmark

State Designation

Local Designation

Other

Title of Survey:

Depository of Survey Records:

In 1971, the St. Joseph parks system was designated a local historic landmark by the St. Joseph Landmark Commission. No records can be found in the Community Development Department of that designation. In 1971, the designation carried no restrictions and was strictly honorific.

**8. HISTORIC INFORMATION** Check, circle and complete.

- Original Landscape Architect/Designer/Planner/Creator Name(s)  
George Burnap
- Alteration or Addition Landscape Arch/Designer/Planner/Creator Name(s)  
W.L. Skoglund
- Gardener/Horticulturist Name(s)
- Builder/Engineer Name(s) William Spann
- Client/Community Leader Name(s)
- Date(s) of Construction: See chronological outline below.

**BRIEF CHRONOLOGY:** Indicate pertinent facts about construction, subsequent changes, events, notable occurrences; include social and cultural factors.

### CHRONOLOGICAL OUTLINE

- 1910 Charles Mulford Robinson's report shows a connecting drive from Bartlett Park to Hyde Park, although in a different route.
- 1912 George Kessler's plan of 1912 for the St. Joseph parks system includes two drives from Bartlett Park which terminate in Hyde Park, again in different routes.
- 1917 George Burnap's proposed park and boulevard plan, as published in the paper, shows a drive from Bartlett Park to Hyde Park which approximates the present route.
- 1921 Condemnation ordinance for Southwest Parkway is passed.
- 1925 Certificates issued for parks, including Southwest Parkway.
- 1926 Burnap's revised plans, as promoted by the Board of Parks Commissioners, reflect the route as constructed.
- Detailed site plans prepared by W. L. Skoglund.
- Grading work begun on roadway.
- 1927 Official opening of the parkway system in December.

## NARRATIVE

Charles Mulford Robinson first recommended adding Hyde Park to the St. Joseph parks system in 1910, although that tract had been used informally for park purposes for several years before this date. However, by officially including in the system, he thus recommended that it be connected to the rest of the parks by a drive. He referred to this system of connecting park drives as a "garland of green" around the city. Although his route was not the one which was eventually constructed as Southwest Parkway, Robinson was the first to recommend connecting the parks together.

When George Kessler proposed his system of parks and connecting drives for St. Joseph, he divided the boulevards and parkways into inner, outer, and connecting systems "for the purpose of analysis and study". He also further defined his system by classifying the types of parks and roadways. A **drive** was an informal roadway for vehicles, equestrians, and pedestrians "which may extend into the country and through open places". A **boulevard** on the other hand, was a city street under the control of a park board. According to this then, the plans he presented to the Board of Park Commissioners reflect a combination of the above for the connection between Bartlett Park and Hyde Park. He proposed the drive to follow the existing street of Duncan to the east, then curve to the south and split into two different drives - one to the east, then south which would primarily utilize existing streets and would be a connecting system. The other would head south, then east and would be an informal roadway serving as part of the outer system of drives.

Although the basic premise of this proposal - that of connecting Bartlett Park to Hyde Park - was retained, it is primarily George Burnap who was responsible for the "southwest extension". The plans printed in 1917 show a much more direct route, yet one which still follows the natural contours of the area (Map SWP-1). However, this route was refined even further by 1926 when actual construction was imminent. The detailed site plans were prepared by W. L. Skoglund, the superintendent of the St. Joseph parks department who also happened to be a landscape architect. He most probably was assisted by the city engineer, who worked on much of the grading of the roadbeds in the system.

By 1921, the city was so sure of the merits of the parks system that they passed the condemnation ordinance for all the of parkways. They even started the grading in 1926 before the bond issue had passed. The grading contractor for the southwest project was Mike Haas. After passage of the bonds which paid for the development of the system, the work on the parkways continued in earnest. By December of 1927, the official opening of the parkways was held, and except for small gaps which were covered with gravel, the entire system of drives was basically completed.

The newspapers of 1926 were very impressed with the plans for the "Bartlett-Hyde Parkway" as it was referred to. They felt that some of the more important features of the system would be found in the parkway which would stretch to over 500 feet in width in some places.

At the time of construction, the area from Bartlett to Hyde was primarily a farming district. There had been some grade and watershed problems, which were greatly improved by the construction of the southwest extension. From Bartlett, the road followed a dry water bed, formerly a branch of Whitehead Creek. It traversed a 20 acre tract then known as the "Betts Beardsley Woods" which contained native timber. Another wooded section, the C.M. Betts and Dr. J.P. Bass tract, was situated east of 28th and north of Commercial. It was to be left in its natural state of "bluegrass sward and great forest trees."

Lighting of the parkways was undertaken in 1929, and an extensive tree planting program carried out in 1930. Since that period, work on the Southwest Parkway has primarily been maintenance - resurfacing, grass sowing, and tree and light replacement.

**9. DESCRIPTION** Check and describe.

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 type="checkbox"/> Loss/Removal of Features
	<input type="checkbox"/> Severely Deteriorated		<input type="checkbox"/> Boundaries or Features Encroached Upon

**EXISTING CONDITIONS:** Begin with overall description, then note specifics. Emphasize landscape features. Attach plan as appropriate. Include photographs of significant views and features with location and direction of view noted on plan.

Southwest Parkway is the longest parkway in the St. Joseph system of drives and parks. As such, it provides a variety of scenic experiences as it passes several recreational areas. The northern terminus begins at the southern edge of Bartlett Park - at Bartlett Drive to be exact (approximately 31st Street). It curves and meanders almost four and a half miles to the southwest until it ends at Hyde Park, at 3rd Street and Hyde Park Avenue.

Just south of Duncan and west of Southwest Parkway, a ball diamond is sited in a level area. This is usually considered part of Bartlett Park. This open field has a line of trees to the west, which expands to the edge of the road on the south. The road curves at this point, hiding the view of the Highway 36 bridge. Just south of the highway and east of the parkway, the land rises to Fairview Golf Course (Photo SWP-1). As the road meanders to the southwest, the vegetation opens up in areas to reveal grass meadows (Photo SWP-2).

The continuous drive on Southwest Parkway is interrupted as it intersects with 28th Street. After a short block to the south, the Parkway begins again heading to the west, with Hoffman Field, Bode Ice Arena, and Phil Welch Stadium to the north. This recreational complex ends at 22nd Street; to the west (and north of the Parkway) is South Park. South of the Parkway is a large grassy field which slopes up to the south. Southwest Parkway then curves back to the southwest, and over a bridge spanning Garfield Avenue and Burlington Northern Railroad.

Another curve finds the road heading due south to the top of a ridge in an area of native timber (Photo SWP-3), then back down in elevation to 11th Street (Photo SWP-4). Here the parkway heads west in a level area with residences nearby. The Parkway then curves again to the south and travels under the bridge for I-229. Just south of the interstate bridge (Photo SWP-7) is an open field area rimmed with large evergreen trees (Photo SWP-6). The drainage ditch in this section (west of the road) has a concrete basin. For the next two-thirds of a mile, the parkway travels through native woods with dense underbrush. A limestone retaining wall on the east follows the road for a short distance.

As the parkway leaves the woods, it enters a hairpin curve in a large, open grassy area rimmed with evergreens on the south (Photo SWP-8). A short distance later, another hairpin curve leads the road back to the southwest at Mansfield. At this point, the parkway

overlooks an open valley to the southwest. There is a three-way "Y" intersection, with Southwest Parkway and Benton Drive heading southwest with a grass median in between. To the east is King Hill Drive, leading to King Hill Overlook (Photo SWP-9).

Just east of 4th Street, Benton Drive joins back up with Southwest Parkway. Just west of 4th at Fleeman, Southwest Parkway splits into two, one-way strips, with south-bound traffic next to 3rd Street, and north-bound traffic next to 4th and passing in front of Benton High School. In between the two roadbeds is a parkway median with dry creekbed. At the northern end and throughout the edges of the parkway median are flowering trees such as redbuds and crab apples (Photo SWP-10). In the lower elevations of the creek bed are larger, native deciduous trees.

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

**10. HISTORIC LANDSCAPE INTEGRITY** Check and Describe.

<input checked="" type="checkbox"/> Design/Plan	<input checked="" type="checkbox"/> Design Intent	<input type="checkbox"/> Boundaries	<input checked="" type="checkbox"/> Use
<input checked="" type="checkbox"/> Spatial Relationships	<input checked="" type="checkbox"/> Topography	<input type="checkbox"/> Architectural Features	<input checked="" type="checkbox"/> Scenic Qualities
<input checked="" type="checkbox"/> Vegetation	<input type="checkbox"/> Site Furnishings	<input checked="" type="checkbox"/> Circulation	<input type="checkbox"/> Adjacent Factors

**STATEMENT OF INTEGRITY** Describe the degree to which the overall historic landscape and its significant features are present today in their historic form. Explain the categories of integrity noted above and any others that apply.

Southwest Parkway retains its integrity in the historic landscape areas marked above. It has a high degree of integrity in vegetation, design intent, topography, use and scenic qualities. In the areas of design/plan and circulation, it retains a fair degree for the majority of its design and circulation system. However, there is a variation from the plans prepared by W.L. Skoglund in 1926 in the area north of Mansfield Drive. Skoglund's sketches (as well as Burnap's) show two gentle curves where the sharp hairpin curves are located today. Although construction plans do not exist for the parkway, historic photos indicate that the plans were changed prior to construction, and the roadway retains its integrity from that (Photo SWP-11).

Another variation from the Skoglund's sketches of 1926 is the block from Fleeman south to Hyde Park Avenue. The plans printed in the paper show the parkway remaining a two-way road, rather than splitting into two separate one-way drives. In addition, a lagoon and bridle path which were never constructed are shown east of the parkway.

As a boundary map does not exist for the parkway, it cannot be determined for a fact that the boundaries retain their integrity. However, records do not indicate any additional gain or loss of land since the 1921 condemnation. Therefore, one could assume that the boundaries are intact from the historic period.

**11. SIGNIFICANCE** Check the reasons the landscape is historically important.

<input checked="" type="checkbox"/> Association w/ Person, Group, Event	<input type="checkbox"/> Fine Craftsmanship
<input checked="" type="checkbox"/> Work of Recognized Master	<input type="checkbox"/> Time Sequence
<input checked="" type="checkbox"/> Important Artistic Statement	<input checked="" type="checkbox"/> Important Landmark
<input checked="" type="checkbox"/> Unique Regional Expression	<input checked="" type="checkbox"/> Particular Type
<input type="checkbox"/> Unique Materials	<input type="checkbox"/> Particular Time
<input checked="" type="checkbox"/> Cultural Significance	<input type="checkbox"/> Other Verifiable quality
<input checked="" type="checkbox"/> Particular Style	
<input type="checkbox"/> Historic Significance in Landscape Design	

**STATEMENT OF SIGNIFICANCE** Explain categories of significance noted above.

Southwest Parkway is significant in the history of the development of the parks and boulevard system of St. Joseph for a number of reasons. First, its design is the result of a combination of efforts from at least two designers - George Burnap and W.L. Skoglund. Although George Kessler in 1912, recommended a connection between Bartlett Park and Hyde Park (and was in fact the first to recommend the acquisition of Hyde Park), his routes were so different from what was eventually constructed that he can be said to have little influence on the final design. In fact, a good portion of his recommended route would have followed the existing grid pattern of streets.

George Burnap on the other hand, recommended a much more naturalistic parkway drive from Bartlett to Hyde Park. His basic plan was to follow the natural draws and creek beds for the roadway. As this was primarily farm land or native timber, he was free to chose this route. The rise and fall in topography, the changes in elevation and vegetation, and the curves in the road itself all combine to provide the driver with a variety of scenic experiences. Some of the sight lines are quite long - almost panoramic. Others are short, with a sense of mystery as to what lies just ahead. Burnap's skillful combination of the natural and built elements make it a work of landscape artistry, as well as an excellent representative of a particular type of park landscape - the parkway.

In addition, W.L. Skoglund, parks superintendent and landscape architect, was probably responsible for many of the final design details. Probably working in conjunction with city engineers, the parkways are representative of the "design by committee" approach to the parks system, which worked so well for St. Joseph.

The parkways were more than scenic "works of art". Not only did they provide enjoyable driving experiences, but they served to connect the parks of the city. Southwest Parkway covers the greatest area in the city. Its width in some areas is sufficient so that the parkway itself serves as park and recreation land for the surrounding neighborhoods. It also connects the southernmost park - Hyde - with the rest of the system. It is a vital part of the north/south connection.

**12. SOURCES FOR INFORMATION** Note the sources used in this survey. Cite source, address, type of material.

Local Repositories:

Newspaper Clipping Files, St. Joseph Parks Department, Krug Park. St. Joseph Public Library. Martin Thomas Files, St. Joseph Museum.

Non-Local Sources of Documents

Bibliography of Major Sources:

See **BIBLIOGRAPHY**, Summary Report.

**13. FORM PREPARATION**

Date: July, 1991

Name(s): Deon K. Wolfenbarger Street Address: 9550 NE Cookingham Drive  
City/Town: Kansas City State: Missouri Zip Code: 64157 Phone: 816/792-1275













↓14 FT. 9 IN.↓

A black and white photograph showing a curved asphalt road passing under a concrete bridge. The bridge has a sign that reads "↓14 FT. 9 IN.↓". The road is flanked by grassy embankments. In the background, there are trees and a utility pole. The sky is clear.







