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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

196

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

historic name Omaha Park and Boulevard System

other names/site number Multiple sites

2. Location

street & number Throughout the City of Omaha | N/A | not for publication

city or town Omaha | N/A | vicinity

state Nebraska code NE county Douglas code 055 zip code 68183

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _X_ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property _X_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide _X_ local

Signature of certifying official/Title SHPO/Director Date 03-02-2013

Nebraska State Historical Society
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:)

for Edson H. Beall 4.23.13

Signature of the Keeper Date of Action

5. Classification

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

- [ ] private
- [X] public - Local
- [ ] public - State
- [ ] public - Federal

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

- [ ] building(s)
- [X] district
- [ ] site
- [ ] structure
- [ ] object

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

Contributing	Noncontributing	
14	14	buildings
18	6	sites
20	7	structures
0	0	objects
52	**27**	**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

RECREATION: outdoor recreation
TRANSPORTATION: road-related

Current Functions
(Enter categories from instructions.)

RECREATION: outdoor recreation
TRANSPORTATION: road-related

7. Description

Architectural Classification
(Enter categories from instructions.)

No Style

Materials
(Enter categories from instructions.)

foundation: CONCRETE
walls: CONCRETE
roof: SHINGLE
other: STONE; BRICK

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

See Continuation Sheets.

8. Statement of Significance

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

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

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

Property is:

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions.)

LANDSCAPE ARCHITECTURE

COMMUNITY PLANNING AND DEVELOPMENT

RECREATION

Period of Significance

1889-1961

Significant Dates

N/A

Significant Person
(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

H.W.S. Cleveland

Period of Significance (justification)

The period of significance for the Omaha Park and Boulevard System is identified as 1889-1961. This broad period of significance was chosen to encompass the park system's design, implementation, and recreational development, and its continued influence on the City, ending the period of significance at the National Register's 50-year cut off.

Criteria Considerations (explanation, if necessary)

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

See Continuation Sheets.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

See Continuation Sheets.

9. Major Bibliographical References

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

See Continuation Sheets.

Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been requested)
____previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: _____

Historic Resources Survey Number (if assigned): Multiple Site Numbers; see continuation sheets, Section 7 pages 1-6.

10. Geographical Data

Acreage of Property Approximately 1,650 acres
(Do not include previously listed resource acreage.)

UTM References
(Place additional UTM references on a continuation sheet.)

See Continuation Sheets.

Verbal Boundary Description (Describe the boundaries of the property.)

See Continuation Sheets.

Boundary Justification (Explain why the boundaries were selected.)

See Continuation Sheets.

11. Form Prepared By

name/title Christine Long and Emily Pettis
organization Mead & Hunt, Inc. **date** July 2011
street & number 6501 Watts Road **telephone** (608) 273-6380
city or town Madison **state** WI **zip code** 53719
e-mail emily.pettis@meadhunt.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

See Continuation Sheets.

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name	City of Omaha				
street & number	1819 Farnam Street	**telephone**	(402) 444-5208		
city or town	Omaha	**state**	NE	**zip code**	68183

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

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

NARRATIVE DESCRIPTION

Introduction and General Setting

The Omaha Park and Boulevard System (System) is a historic designed landscape located throughout the city of Omaha. Constructed between 1889 and 1918, the System includes 18 contributing parks, six noncontributing parks, and approximately 19 boulevards that span approximately 26.5 miles and link approximately 1,650 acres of park land. Among the parks linked by the boulevards are Riverview Park, Deer Park, Hanscom Park, Leavenworth Park, Dewey Park, Turner Park, Bemis Park, Mercer Park, Walnut Hill Park, Adams Park, Fontenelle Park, Metcalfe Park, Memorial Park, Elmwood Park, Miller Park, Bluff View Park, Levi Carter Park, and Kountze Park. Two parks within the system, Spring Lake Park and Highland Park, are not fully linked to the system by boulevards due to the intrusion of I-80. Additionally, four golf courses are located within the system: Fontenelle Golf Course, Elmwood Park Golf Course, Spring Lake Golf Course, and Miller Park Golf Course.

The System includes 79 resources: 52 contributing and 27 noncontributing. Twenty-eight buildings are located within the system; 14 are considered contributing. The 19 boulevards, four swimming pools, vehicular bridge, golf cart shelter, and grotto are counted as structures. Each park and golf course is counted as a separate contributing or noncontributing site. Characteristic features of the park and golf course landscapes are included within the single site count and include landscaping; pedestrian paths and small pedestrian bridges; paved golf cart paths, culverts, and bridges; retaining walls; lagoons; signage; and lighting. Noncontributing resources within the system are categorized based on recent construction dates that fall outside the System's period of significance, which is 1889 through 1961, or loss of integrity.

Maps from 1916, including the City of Omaha Park Department's 1916 map of the System (1916 Park Department Map, Figure 2), which was published in their annual report, and the City Planning Commission's 1916 Map of Parks, Playgrounds, and School Property (1916 City Planning Commission map, Figure 1) were used to identify the historically associated components of the System. These maps are identical, except for the inclusion of boulevard links along 25th Street, F Street, and Hoctor Boulevard for Spring Lake Park and Highland Park on the 1916 City Planning Commission map. Parks or boulevards that are not identified on these 1916 maps but located within the existing system are generally considered noncontributing, unless otherwise stated, because they are not historically associated with the principles and concepts established by H.W.S. Cleveland's original design.

Resource	Status	NeHRSI Number	Approximate size (length of boulevards or acreage of parks)
Highland Park	Contributing Site	DO09:0191-012	6 acres
25th Street	Contributing Structure	DO09:0189-035	4 city blocks
F Street	Contributing Structure	DO09:0102-025	4 city blocks
Spring Lake Park	Contributing Site	DO09:0106-008 DO09:0104-004 DO09:0106-009	96 acres
Spring Lake Park Swimming Pool	Contributing Structure	DO09:0106-008	-
Spring Lake Park Pool Shelter	Noncontributing Building	DO09:0106-008	-
Spring Lake Golf Course	Contributing Site	DO09:0106-008	-
Spring Lake Golf Course Club House	Noncontributing Building	DO09:0106-008	-
Spring Lake Golf Course Tennis Court	Contributing Structure	DO09:0106-008	-

Resource	Status	NeHRSI Number	Approximate size (length of boulevards or acreage of parks)
Riverview Park (Henry Doorly Zoo)	Noncontributing Site	DO09:0107-001	155.5 acres
Riverview Boulevard	Noncontributing Structure	DO09:0060-001 DO09:0061-001	0.51 miles
Bancroft Street	Contributing Structure	DO09:0111-010	4 city blocks
11th Street	Contributing Structure	DO09:0113-005 DO09:0117-025 DO09:0111-002 DO09:0115-009	11 city blocks
Deer Park Boulevard	Contributing Structure	DO09:0107-002 DO09:0108-010 DO09:0193-004	1.12 miles
Deer Park	Contributing Site	DO09:0108-025	18 acres
Vinton Street	Noncontributing Structure	DO09:0193-004	0.48 miles
Hanscom Boulevard	Contributing Structure	DO09:0194-006 DO09:0196-001 DO09:0198-003 DO09:0200-030	10 city blocks
Hanscom Park	Contributing Site	DO09:0202-055	58 acres
Hanscom Park Pavilion	Contributing Building	DO09:0202-055	N/A
Hanscom Park Maintenance Building	Contributing Building	DO09:0202-055	N/A
Hanscom Park Garage	Contributing Building	DO09:0202-055	N/A
Hanscom Park Swimming Pool	Noncontributing Structure	DO09:0202-055	N/A
Hanscom Park Pool House	Noncontributing Building	DO09:0202-055	N/A
Hanscom Park Restroom Facility	Noncontributing Building	DO09:0202-055	N/A
Hanscom Park Tennis Center	Noncontributing Building	DO09:0202-055	N/A
Hanscom Park Greenhouse	Noncontributing Building	DO09:0202-055	N/A
Woolworth Avenue	Contributing Structure	DO09:0202-054	2 city blocks
Turner Boulevard	Contributing Structure	DO09:0204-127 DO09:0206-051 DO09:0208-030 DO09:0210-018	12 city blocks
Leavenworth Park	Contributing Site	DO09:0206-063	4.5 acres
Dewey Park	Noncontributing Site	DO09:0208-050	12 acres

Resource	Status	NeHRSI Number	Approximate size (length of boulevards or acreage of parks)
Turner Park	Contributing Site	DO09:0210-019	7.5 acres
Lincoln Boulevard	Contributing Structure	DO09:0215-015 DO09:0210-018 DO09:0212-018 DO09:0214-027 DO09:0216-050 DO09:0325-023	1.3 miles
Bemis Park	Contributing Site	DO09:0216-043	9.4 acres
Mercer Park	Contributing Site	DO09:0325-024	1.8 acres
Mercer Park Boulevard	Contributing Structure	DO09:0325-022	2 city blocks
Walnut Hill Park	Contributing Site	DO09:0327-002	6.0 acres
John A. Creighton Boulevard	Contributing Structure	DO09:0228-002 DO09:0230-002 DO09:0224-001 DO09:0226-003 DO09:0327-004 DO09:0333-001 DO09:0329-001 DO09:0331-002	2 miles
Adams Park	Noncontributing Site	DO09:0226-004	60 acres
Paxton Boulevard	Contributing Structure	DO09:0232-001 DO09:0341-003	1.22 miles
Fontenelle Park	Contributing Site	DO09:0342-001	108 acres
Fontenelle Park Pavilion	Contributing Building	DO09:0342-001	-
Fontenelle Golf Course	Contributing Site	DO09:0342-001	83.4 acres
Fontenelle Golf Course Clubhouse	Noncontributing Building	DO09:0342-001	-
Fontenelle Golf Course Cart Shelter	Noncontributing Structure	DO09:0342-001	-
Fontenelle Boulevard	Contributing Structure	DO09:0349-001 DO09:0336-004 DO09:0351-003 DO09:0332-010 DO09:0338-004 DO09:0334-007 DO09:0344-001 DO09:0346-001 DO09:0347-001 DO09:0348-001	3.12 miles

Resource	Status	NeHRSI Number	Approximate size (length of boulevards or acreage of parks)
Happy Hollow Boulevard	Contributing Structure	DO09:0430-002 DO09:0432-005 DO09:0434-002 DO09:0436-002 DO09:0438-002 DO09:0330-008 DO09:0439-001 DO09:0441-002	2.3 miles
Metcalfe Park	Noncontributing Site	DO09:0441-116	3.1 acres
Memorial Park	Noncontributing Site	DO09:0434-201	67 acres
Elmwood Park	Contributing Site	DO09:0541-001	216.4 acres
Elmwood Park Pavilion	Contributing Building	DO09:0541-001	-
Elmwood Park Maintenance Building	Contributing Building	DO09:0541-001	-
Elmwood Park Restroom Facility	Contributing Building	DO09:0541-001	-
Elmwood Park Grotto	Contributing Structure	DO09:0541-001	-
Elmwood Park Swimming Pool	Noncontributing Structure	DO09:0541-001	-
Elmwood Park Poolhouse	Noncontributing Building	DO09:0541-001	-
Elmwood Park Golf Course	Contributing Site	DO09:0541-001	133.3 acres
Elmwood Park Golf Course Clubhouse	Contributing Building	DO09:0541-001	-
Elmwood Park Golf Course Modern Clubhouse	Noncontributing Building	DO09:0541-001	-
Belvedere Boulevard	Contributing Structure	DO09:0351-002 DO09:0242-002	0.88 miles
Miller Park	Contributing Site	DO09:0241-001	80 acres
Miller Park Pavilion	Contributing Building	DO09:0241-001	-
Miller Park Swimming Pool	Noncontributing Structure	DO09:0241-001	-
Miller Park Maintenance Building	Noncontributing Building	DO09:0241-001	-
Miller Park Poolhouse	Noncontributing Building	DO09:0241-001	-
Miller Park Golf Course	Contributing Site	DO09:0241-001	Acreage included in park total above
Miller Park Golf Course Clubhouse	Noncontributing building	DO09:0241-001	-

Resource	Status	NeHRSI Number	Approximate size (length of boulevards or acreage of parks)
Florence Boulevard	Contributing Structure	DO09:0132-003 DO09:0150-003 DO09:0152-003 DO09:0154-003 DO09:0156-002 DO09:0128-020 DO09:0136-045 DO09:0140-157 DO09:0142-063 DO09:0144-003 DO09:0146-004 DO09:0148-004 DO09:0134-005 DO09:0158-001 DO09:0138-015 DO09:0247-015 DO09:0160-004 DO09:0130-058	4.5 miles
Florence Boulevard overpass	Noncontributing Structure	DO09:0152-012	-
Carter Boulevard	Contributing Structure	DO09:0150-002 DO09:0147-002	0.7 miles
Bluff View Park	Contributing Site	DO09:0150-002	1.6 acres
Levi Carter Park	Contributing Site	DO09:0147-001	519.5 acres
Levi Carter Changing Facility	Contributing Building	DO09:0147-001	-
Levi Carter Changing Facility	Contributing Building	DO09:0147-001	-
Levi Carter Changing Facility	Contributing Building	DO09:0147-001	-
Levi Carter Shelter	Noncontributing Building	DO09:0147-001	-
Levi Cater Park Office	Contributing Building	DO09:0147-001	-
Kountze Park	Contributing Site	DO09:0142-064	10 acres
Kountze Park Community Center	Noncontributing Building	DO09:0142-064	-
Kountze Park Picnic Shelter	Noncontributing Building	DO09:0142-064	-

Throughout the System, the terrain is generally flat to gently rolling, with some modest hills. Deep ravines and gorges are also found throughout the System and within some of the larger contributing parks, including Elmwood and Hanscom Parks. The grading of the boulevards was done to maintain the natural appearance of the topography. The boulevards feature an asphalt surface flanked by curbs. Mixed-age stands of mature trees dominate the vegetation along the System. The System passes through a variety of neighborhoods, including workers' neighborhoods with modest houses, small commercial and industrial areas, and portions of the city with more prominent houses. Due to the variance in housing type and settlement histories, the setback of houses along the boulevards and the existence of terraces between the street and sidewalks vary greatly. The natural terrain and topography, the grading, width, alignment, and connectivity of the boulevards, the vegetation, and the setbacks are all character-defining features within the Park & Boulevard System.

As a whole, the System generally encircles the city of Omaha of 1889 with large parks located near the Missouri River both north and south of the downtown area (namely, Levi Carter Park on the north and Riverview Park/Henry Doorly Zoo on the south). In accordance with landscape architect H.W.S. Cleveland's original vision, which can be seen in both of the attached 1916 maps, the System includes a number of small parks in the northern, southern, and western sections of Omaha linked by winding boulevards that take advantage of the city's natural hilly topography. Following Cleveland's guidelines, the System includes a large west-central park (Elmwood Park) that is linked to the remainder of the System by a single boulevard.

For this nomination, the historic boundaries include the original contiguous and linked parks and boulevards and not the discontiguous or standalone urban parks, such as Mandan Park or McKinley Park. Highland Park and Spring Lake Park are included within the historic boundaries due to their depiction as being connected to the System in the 1916 City Planning Commission map. However, it is important to note that the 1916 Park Department map does not show these parks as contiguous or linked with the boulevard system. Additionally, in a number of places the original linked system has been broken by modern intrusions, such as the construction of Interstate 80 (I-80).

The system of curvilinear boulevards connects the 18 contiguous park units (six of which are noncontributing) that roughly encircle the 1889 city limits.[1] Consistent with Cleveland's vision, these boulevards were attenuated to the city's natural topography, and as such, the system features several hair-pin or "S" curve turns and relatively steep inclines. Many of the boulevards and vehicular roads through contributing parks either follow the ridges of ravines (such as through Elmwood Park) or are located along low topographical features (such as through Deer Park). In some cases, hair-pin or "S" curved roadways are the result of the boulevard descending or ascending a hill, as is the case with Carter Boulevard through Bluff View Park and Turner Boulevard between Poppleton Avenue and Pacific Street. A number of boulevards also follow former or current streambeds and ravines. For example, Happy Hollow Boulevard generally follows a ravine or tributary of the Little Papillion Creek, which extends through Elmwood Park on the south and towards Cuming Street on the north. Lincoln Boulevard largely follows a former east-west oriented streambed that intersected with a north-south oriented streambed. The north-south streambed is followed by Turner Boulevard south until the intersection with Woolworth Avenue. These "S" curves and hair-pin turns are character-defining features of the boulevards.

While modern intrusions, Interstate Highway construction, and alterations to the System have occurred to facilitate recreational usage and changes in traffic patterns, the System largely conveys the original vision of H.W.S. Cleveland and maintains significant integrity, particularly through the retention of natural landscape contours and sensitive landscape designs that simply enhance natural features. The following description addresses the individual parks and boulevards, beginning with Highland Park and Spring Lake Park in the southern extent of the System before moving in a roughly clockwise manner to address each contiguous park and boulevard. Each contributing park is addressed in detail and considers contributing and noncontributing buildings and structures. The boulevards that connect each park unit are considered individually as structural links.

Highland Park (Contributing Site)
Highland Park is an individual contributing site to the System. Established by the City of South Omaha prior to being acquired and incorporated into the Omaha Parks and Boulevard System in 1915, Highland Park is bound by B Street on the north, South 25th Street on the east, D Street on the south, and South 26th Street on the west. This rectangular park is characterized by a gently rolling terrain. Mature trees are located throughout the park, including stands of evergreens in the southeast and southwest corners. In addition to the historic vegetation, the pedestrian paths that cross the park, including the east-west pathway in alignment with C Street, the northeast-southwest pathway, and the northwest-southeast pathway, contribute to the overall integrity and historic character of the park. Shortly after its acquisition and incorporation into the system, Highland Park was referred to as the "best developed park in the south side system," and it received no

[1] Highland Park and Spring Lake Park were originally located in South Omaha and were acquired by the City in 1915.

immediate improvements.[2] Modern intrusions in the park include two tennis courts and playground equipment in the northern half.

According to the 1916 City Planning Commission map, Highland Park was linked to Spring Lake Park via 25th Street and F Street. In addition, 25th Street linked Highland Park with Deer Park Boulevard and the remainder of the System.[3] These two boulevard links are discussed in more detail below.

25th Street (Contributing Structure)
A contributing structure of the System, 25th Street is depicted on the 1916 City Planning Commission map as a boulevard linking Highland Park and Spring Lake Park with Deer Park Boulevard. Located between B Street on the north and F Street on the south, 25th Street extends north to south along four city blocks. Historically, the boulevard extended seven city blocks to the intersection with Deer Park Boulevard; however, this route has been bisected by the construction of I-80. The northern segment of 25th Street, between I-80 on the south and Deer Park Boulevard remains a brick-paved street, while the segment from Deer Park Boulevard north to Vinton Street has been covered with asphalt. The southern segment of 25th Street is a brick-paved street for its four-block duration between F Street and B Street. A typical cross section of the southern segment of 25th Street includes sidewalks and terraces flanking a wide two-lane roadway with additional space for on-street parking. The corridor is generally flanked by late nineteenth and early twentieth century front gable residences and multiple-family housing units.

F Street (Contributing Structure)
A contributing structure of the system, F Street is depicted on the 1916 City Planning Commission map as a boulevard linking Spring Lake Park with Highland Park. Located between Spring Lake Park at 21st Street on the east and 25th Street on the west, F Street extends east to west along four city blocks. A typical cross section of F Street includes sidewalks and terraces flanking a two-lane roadway with on-street parking available on one side of the road. The route is generally flanked by late nineteenth and early twentieth century front gable vernacular and American Foursquare residences.

Spring Lake Park (Contributing Site)
Spring Lake Park is an individual contributing site to the System. Originally developed by the South Omaha Land Company in 1887, the park was acquired by the City of Omaha in 1915 when the city annexed South Omaha and incorporated it into the park and boulevard system. The park is generally bound on the east by 13th Street and on the west by 22nd Street. The southeast corner of the park is bound by J Street, and the northeast corner is bound by A Street. This irregular-shaped park was organized along a former streambed and is characterized by rolling down slopes with heavily wooded ravines on the west end. An elongated tree-less area near the center of the park marks the former location of the South Omaha Water Works Reservoir.[4] Two roadways, including South 16th Street/F Street and Spring Lake Drive, bisect the park and divide it into four sections. South 16th Street/F Street extends northeast to southwest through the park, while Spring Lake Drive runs roughly north to southeast through the park. The Spring Lake Golf Course is located northeast of Spring Lake Drive and is discussed as a separate site below. A third boulevard segment, Hoctor Boulevard, extends from the Spring Lake Golf Course parking lot in a southeast to northwest manner and crosses Spring Lake Drive. Historically, Hoctor Boulevard extended north to the intersection with Deer Park Boulevard, but it has since been bisected by I-80.

The park landscape includes pedestrian trails adjacent to the west side of Spring Lake Drive; a modern baseball field, playground equipment, and picnic shelter at the south end of the park near I Street; and a 1930 swimming pool that was renovated in 1970 (contributing structure) and c.1970 pool shelter (noncontributing building) in the north-central part of the park near the junction of Spring Lake Drive and Hoctor Boulevard. The c.1970 pool shelter is a one-story rectangular, flat

[2] *Report of the Park and Recreation Department, Omaha, Neb.*, (Omaha, Neb.: N.p., 1917), 10.
[3] Notably, the 1916 map of the Omaha Park Department does not identify this linkage between Highland Park, Spring Lake Park, and the remainder of the system.
[4] See the 1887 Atlas of Omaha.

roof, brick building with exposed rafters and a recessed entryway leading to separate gender-specific changing areas. The pool shelter is located south of the pool, which appears to retain original lifeguard stands. The swimming pool complex is nestled within the densely wooded park area west of Spring Lake Drive. It replaced an earlier concrete swimming pool that was opened in 1916 and remodeled in 1930. The swimming pool complex is accessible by Spring Lake Park Road, which extends north off of F Street and runs roughly parallel to Spring Lake Drive.

Spring Lake Golf Course (Contributing Site)
Spring Lake Golf Course is an individual contributing site to the System. It is located on the northeast side of Spring Lake Drive and is roughly bound by C Street on the north and northeast, G Street on the south, and Spring Lake Drive on the west. It is located adjacent to Spring Lake Park, and South 16th Street bisects the golf course at a northeast to southwest angle. Designed by Donald J. Ross, the nine-hole Spring Lake Golf Course opened in 1933. In addition to landscaped tee boxes, fairways, and greens, the golf course includes a clubhouse (noncontributing building) on the west end, near the junction of Spring Lake Drive and South 16th Street. In 1998, the original clubhouse, built c.1940, burned and was reconstructed in a similar style to the original. The clubhouse features a rectangular plan with cross hip roof, and faces northeast towards a putting green. Clad in brick veneer and wood clapboard siding, the clubhouse displays wide overhanging eaves supported by squared brick supports to create outdoor patios on the northeast, northwest, and southeast elevations. The building also features bands of casement windows. Immediately to the northwest of the clubhouse, adjacent to the golf course parking lot, is a c.1940 concrete tennis court with a half-elliptical shaped stepped concrete seating area (contributing structure).

Riverview Park (Noncontributing Site)
Although Riverview Park was historically part of Cleveland's System, the resource has been redesigned to meet the city's needs as the Henry Doorly Zoo. The park contains several historic resources, including a one-and-one-half-story caretaker's house and the original park swimming pool, which has been converted to a habitat for sea lions. However, the landscape has been largely altered with the addition of numerous structures for the zoo, enlarged pedestrian paths, and incompatible buildings. As a result, the park no longer conveys its historic significance or integrity, and therefore is considered a noncontributing site.

Two boulevard systems extend north and west from Riverview Park: the north-south oriented Riverview Boulevard-Bancroft Street-11th Street, linking Riverview Park with the near south end of downtown Omaha, and the east-west oriented Deer Park Boulevard cut by I-80 in the 1970s, linking Riverview Park with Deer Park. These boulevard links are discussed below.

Riverview Boulevard (Noncontributing Structure)
Riverview Boulevard, historically associated with the System and depicted on both of the 1916 maps, extends from Bancroft Street to the northeast corner of Riverview Park, now the Henry Doorly Zoo. The north end of the boulevard is characterized by a two-lane roadway flanked by terraces and a sidewalk on the east end. The boulevard was disrupted by the construction of I-80 and a modern concrete I-beam bridge carries the boulevard over I-80. Historically, this roadway provided access to Riverview Park. However, due to the loss of integrity, the boulevard no longer conveys its historic significance, and therefore it is considered a noncontributing structure.

Bancroft Street (Contributing Structure)
Bancroft Street is historically associated with the System and depicted on both of the 1916 maps as one component of a greater boulevard connecting Riverview Park to the near south downtown area. Located between 11th Street and Riverview Boulevard, Bancroft Street extends east to west along four blocks. The roadway includes two lanes of traffic with additional space for on-street parking, terraces, and sidewalks. The street features commercial development at the intersection with 10th Street and a mix of early twentieth century worker's cottages and American Foursquare residences. The houses feature a deep setback, and substantial mature trees are located within the terraces.

11th Street (Contributing Structure)
A contributing structure within the System, 11th Street is historically associated with the System and depicted on both of the 1916 maps as one component of a greater boulevard extending north from Riverview Park to the near south end of downtown Omaha. Located between Pierce Street on the north and Bancroft Street on the south, 11th Street extends north to south along 11 city blocks. The intersection with 11th Street and Bancroft Street is slightly curved, which subtly suggests that this is still part of the boulevard system. The typical cross section of 11th Street includes sidewalks and terraces flanking a wide two-lane roadway with additional space for on-street parking. While the north end of the street features an industrial setting, the remainder of the corridor is generally flanked by early twentieth century worker's cottages and multiple-family dwellings. The housing typically features an elevated setback with stairs leading from the houses to the sidewalk. The street also retains substantial mature trees within the terraces.

Deer Park Boulevard (Contributing Structure)
Deer Park Boulevard is historically associated with the System and is illustrated on both of the 1916 maps as linking Riverview Park with Deer Park. Located between South 10th Street on the east and South 25th Street on the west, the boulevard's configuration was altered considerably by the construction of I-80. As such, it has essentially been disconnected at South 16th Street and the roadway width has been narrowed from 50 feet to 30 feet. A modern, single-span, steel I-beam bridge carries I-80 over South 16th Street.

The east portion of Deer Park Boulevard extends along the south side of I-80 between South 16th Street and South 10th Street adjacent to a post-World War II (postwar) residential area and the former Johnny Rosenblatt Stadium, which is scheduled to be removed in 2012. The west portion of the boulevard extends along the north side of I-80 between South 25th Street and South 16th Street. It also follows South 25th Street one block north to link with Vinton Street, and follows the route of Vinton Street west for approximately two blocks to the railroad tracks. The west portion of the boulevard along Vinton Street includes a landscaped median and slight southerly jog to South 25th Street. This westernmost portion crosses through a modern commercial area and extends easterly through a period neighborhood with modest bungalows, cottages, and American Foursquare residences. Historically connecting Riverview Park to Deer Park, the west segment of the boulevard also divides into two roadway spurs, including North Deer Park Boulevard, which features a hairpin turn around Deer Park between South 20th and South 16th Streets. North Deer Park Boulevard includes a period brick retaining wall along the north side of the roadway and a sidewalk along the south side.

Although the boulevard's integrity of design and setting have been compromised by the construction of I-80, which bisects Deer Park Boulevard, the western segment of the route, which is north of I-80, retains integrity. This segment, which comprises approximately two-thirds of the boulevard's total mileage, retains its location and design, including a hairpin turn around Deer Park and original brick retaining walls. Therefore, Deer Park Boulevard is considered contributing to the system.

Deer Park (Contributing Site)
This small neighborhood park (also called Deer Hollow Park) is roughly bound by North Deer Park Boulevard on the east, north, and northeast; and I-80 on the south. This irregularly shaped park is organized around a deep ravine that runs from northwest to southeast and toward the Missouri River. It is characterized by a hilly and partially wooded landscape, with stands of mature hardwood trees in the west portion of the park. The park also features several modern landscape features, including curvilinear paved pedestrian paths that wind through the park, a c.2005 basketball court at the southeast corner of the park, c.2005 picnic shelter, and modern playground equipment. Although these recreational features postdate the period of significance, the park continues to reflect its historic character and function and is considered an individually contributing site to the System.

Deer Park is linked to Hanscom Park via Deer Park Boulevard (discussed above), Vinton Street, and Hanscom Boulevard.

Vinton Street (Noncontributing Structure)
Vinton Street is a long east-west oriented street that terminates at South 13th Street on the east and South 42nd Street on the west. Within the System, Vinton Street extends from South 25th Street on the east to Hanscom Boulevard on the west. Vinton Street is not part of the original System as identified on the 1916 map, although it roughly paralleled a portion of the original Deer Park Boulevard. With the construction of I-80 and I-480, which disrupt the original design, Vinton Street now connects Hanscom Boulevard and Deer Park Boulevard. Because it is not original to the historic System, Vinton Street is considered a noncontributing structure.

Hanscom Boulevard (Contributing Structure)
Hanscom Boulevard extends north-south for approximately 10 blocks between Ed Creighton Avenue and Hanscom Park on the north and Vinton Street on the south. It is one of the System's original boulevards and it extends through a residential area lined with modestly sized Period Revival and Craftsman-style homes with a variety of old and new-growth trees in the terraces. Between Ed Creighton Avenue on the north and Spring Street on the south, the boulevard is generally characterized by a wide roadway with terraces on the east and west and a sidewalk on the east. Between Wright Street on the north and 100 yards south of Vinton Street near I-80 on the south, the boulevard is divided by a wide median with established trees located between the boulevard and South 31st Street, which extends parallel to the boulevard to the west. A terrace and sidewalk is also located on the east side of the boulevard in this location. Originally paved in brick, the boulevard currently features an asphalt driving surface, although several of the cross streets retain their brick surface. South of Vinton Street, the boulevard terminates at I-480, which disrupts the original routing of the corridor. Despite this intrusion, the boulevard continues to display its historic character and is considered a contributing structure to the System.

Hanscom Park (Contributing Site)
With land acquired in 1865, Hanscom Park is one of the System's original parks. Much of its design can be attributed to H.W.S. Cleveland, who was assigned the design work in 1889. Bound on the south by Ed Creighton Avenue, on the east by Park Avenue, on the north by Woolworth Avenue, and on the west by 32nd Avenue, this rectangular park is characterized by a rolling topography with clusters of mature deciduous and coniferous trees and a ravine along the east side of the park. Much of the north and northeast sides of the park are undeveloped, except for trees and walking trails. Hanscom Park Drive winds from roughly the northwest corner of the park to the southeast corner in a curvilinear fashion. A segment of the drive also extends westward to Center Street on the west-central side of the park. The roadway includes curbs and modern overhead lighting. Pedestrian pathways also wind throughout all portions of the park in a curvilinear manner, with a more elaborate network of pathways in the southeast corner of the park near the Hanscom Park pavilion (contributing building) and lagoon.

Characteristic landscape features of Hanscom Park include a kidney-shaped lagoon with a rough-hewn stone liner, located east of Hanscom Park Drive and southeast of the pavilion; brick and stone retaining walls along the downhill side of Hanscom Park Drive; pedestrian and vehicular pathways throughout the park; and stairways to ascend the ravine in the northeast half of the park. Additionally, a commemorative plaque that notes the Hanscom Park Tree Trail was placed by the Hanscom Park Garden Club as part of a Depression-era Works Progress Administration project southwest of the pavilion along Hanscom Park Drive. However, this appears to be the only extant commemorative marker in the park. Among the nonextant landscape features are the elaborate flowerbeds that were in locations designated by H.W.S. Cleveland. There are also a number of modern additions to the park landscape, including basketball courts, removable picnic tables, and playground equipment located north of the lagoon and east of the pavilion; a small gazebo in the northwest portion of the park; tennis courts north of the lagoon; and a grass baseball diamond south of the pavilion. In addition to these landscape features, Hanscom Park also features a c.1950 side gable maintenance building (contributing building) and c.1950 poured concrete garage built into an embankment (contributing building), both located on the west side of the park and south side of the greenhouses. The maintenance building features vertical wood siding, a small interior concrete block chimney, and multi-light fixed and one-over-one double-hung windows.

The Hanscom Park Pavilion (contributing building) is located east of Hanscom Park Drive in the southern half of the park. Constructed in 1928 to replace the earlier 1894 pavilion which had burned, it features a rectangular plan with a hip roof, wide overhanging eaves, and an east and south-facing wraparound full-width porch supported by brick piers. Clad in brick veneer and wood clapboard siding, the pavilion features a raised basement, visible on the south and east elevations; nine-over-nine double-hung windows; and doorways with glass transoms. The pavilion originally featured a wraparound porch on all elevations, which has since been limited to the south and east elevations. Despite this alteration, the pavilion continues to convey its historic integrity of materials, workmanship, setting, association, and feeling. As such, it is considered an individually contributing building to the system.

Five noncontributing resources are also located within Hanscom Park. A modern swimming pool (noncontributing structure) is located southeast of the pavilion and lagoon, in the southeast corner of the park. The swimming pool is flanked by a modern concrete block pool house (noncontributing building) on the west side and a small concrete block restroom facility (noncontributing building) on the east side. Both buildings feature block construction with metal hip roofs and fixed windows. West of the swimming pool complex is a modern enclosed tennis center (noncontributing building) comprised of two side gable wings connected by an enclosed hyphen. The complex is accessed from Ed Creighton Avenue. Three contiguous, side-gable, glass greenhouses (noncontributing building) are located along the west border of the park between Hickory Street on the north and Center Street on the south. Despite these modern additions, which ensure the continued recreational use of the landscape, Hanscom Park continues to reflect its historic character.

Hanscom Park is linked to Leavenworth Park and Turner Park by Woolworth Avenue and Turner Boulevard, discussed below. When the boulevard system was planned in this area, an extra wide right-of-way of 100 feet or more was provided; as a result, houses along the boulevard between Hanscom and Leavenworth Parks have deep setbacks. Triangles and irregular shapes of land exist along this segment as a result of the boulevard cutting diagonally across the city grid.

Woolworth Avenue (Contributing Structure)
A contributing structure within the System, Woolworth Avenue is historically associated with the System and depicted on both of the 1916 maps as one component of a greater boulevard extending west and north from Hanscom Park to Leavenworth and Turner Parks. As a small contributing structure, Woolworth Avenue extends east to west for five blocks between the northwest corner of Hanscom Park on the east and South 36th Street on the west, at the entrance to the Field Club of Omaha.[5] The roadway is flanked by terraces and sidewalks on both the north and south sides. Passing through the National Register-listed Field Club Historic District, the adjacent houses are generally characterized as large, two-story, early twentieth century houses with deep setbacks. Woolworth Avenue intersects with Turner Boulevard mid-way through its five-block route, which connects to the park and boulevard system.

Turner Boulevard (Contributing Structure)
A contributing structure within the System, Turner Boulevard is historically associated with the System and depicted on both of the 1916 maps as one component of a greater boulevard extending west and north from Hanscom Park to Leavenworth and Turner Parks. The boulevard extends roughly 12 blocks in a north-south manner from Woolworth Avenue on the south to Dodge Street on the north. The boulevard connects Leavenworth, Dewey, and Turner Parks and follows the location of a former streambed. The boulevard will be described below in three segments corresponding to these links. Although it is discussed as three segments, it is considered to be a single structure within the overall resource count.

From Woolworth Avenue on the south to Leavenworth Park on the north, the roadway includes an asphalt driving surface flanked by terraces and sidewalks. The boulevard also includes a prominent "S" curve to ascend/descend a hill, with adjacent open space between Poppleton Avenue and Pacific Street, near the middle of this segment. In

[5] Although Woolworth Avenue is historically depicted as extending to the entrance of the Field Club, there is no indication that the Field Club was ever considered part of the city-wide park and boulevard system.

this location, the boulevard retains concrete curbs and a sidewalk along the west side of the roadway. A pedestrian and bicycle trail also winds through the parkland nestled in the "S" curve, including stairs up the hill on the south side of the curve. Along the southern portion of this segment, the roadway extends through the Field Club Historic District, adjacent to large Period Revival and American Foursquare style homes. Along the northern portion of this segment of the boulevard, the roadway extends through a neighborhood of multiple-family dwellings and modest single-family dwellings.

At Leavenworth Park, Turner Boulevard extends north-northeast between Leavenworth Street on the south and Harney Street on the north, which is also the north boundary of Dewey Park. In this segment, the roadway is flanked by sidewalks on the east and west sides of the roadway. In this location the boulevard generally extends through an area characterized by c.1925 through c.1960 multiple-family dwellings. Along the east side of the boulevard, between Jackson and Jones Street, there is an open space with sidewalks along the perimeter, terraces, and a clearing. Between Jackson and Harney Streets there is an extra wide right-of-way along the east side of the boulevard; a small triangular plot of land is also located along the east side of the boulevard between Dewey and Harney Streets.

North of Dewey Park, Turner Boulevard extends north three blocks between Harney Street and Dodge Street, connecting Dewey Park with Turner Park. In this location, the boulevard's original route has been affected by the modern development of Omaha's street system, including the three-way intersection with Dodge and Douglas Streets. The typical roadway in this location includes terraces and sidewalks flanking the driving surface. The roadway extends through an area characterized by modern commercial development and historic, multiple-family dwellings.

Leavenworth Park (Contributing Site)
This small rectangular neighborhood park is bound by Jones Street on the north, Turner Boulevard on the east, Mason Street on the south, and 35th Street on the west. The park is sunken below street level and features an open central area with a dirt baseball diamond, sand volleyball court, modern playground equipment, modern picnic shelter, and modern benches. Clusters of deciduous trees and pedestrian sidewalks are located along the perimeter of the park. Although Leavenworth Park features several modern landscape features related to recreation, it continues to serve as a link in the System and reflects its historic character and function; therefore, it is considered an individually contributing site within the System.

Dewey Park (Noncontributing Site)
Dewey Park is not part of the original System and is not depicted on either of the 1916 maps; therefore, it is considered noncontributing. Bound by Harney Street and Dewey Avenue on the north, Turner Boulevard on the east and south, and South 33rd Street on the west, Dewey Park is an irregular-shaped park characterized by the modern Dewey Tennis Center development. The park includes nine outdoor contiguous tennis courts, two concrete contiguous hand-ball open-air facilities, and a c.1960 two-story building with brick veneer, wood cladding, picture and fixed windows, and a flat roof cantilevered overhang on the south side. This building previously served as the Dewey Tennis Center and, outside of the parameters of this nomination, could be potentially eligible for individual listing.

Turner Park (Contributing Site)
Turner Park is a contributing site within the System that is depicted on both of the 1916 maps. The rectangular-shaped park is bound by Dodge Street on the north, Turner Boulevard on the east, Farnam Street on the south, and 31st Avenue on the west. As an urban park, Turner Park's setting has been altered, most recently by the multi-story Midtown Crossing Development with an ellipse-shaped drive that curves through the original western portions of the park. Nonetheless, the park retains several of its characteristic landscape features, including a large open space with clusters of deciduous and coniferous trees mixed with new-growth trees, winding pedestrian paths that extend northwest-southeast through the park, and a memorial to those who served in the World's War—1917-1918 in the southeast corner. The war memorial, erected by the Omaha Chapter of War Mothers, is a three-part brick portal with limestone veneer. Recessed archways provide

drinking fountains and flank a taller recessed archway housing a commemorative marker. Although Turner Park's setting has been altered by the intrusion of the Midtown Crossing Development and ellipse-shaped drive, it continues to serve its historic function as an urban park unit. Turner Park is linked to Bemis Park by Lincoln Boulevard, discussed below.

Lincoln Boulevard (Contributing Structure)
A contributing site within the System, Lincoln Boulevard is depicted on both of the 1916 maps extending northeast from Turner Park and curving to the west to link Turner Park and Bemis Park. However, the boulevard's original routing has been severely altered due to the construction of I-480, U.S. Highway 75, and State Highway 64 (also North 30th Street). As a result of this highway development, the eastern and southern portions of the boulevard have been nearly obliterated, with the only remaining portion of the southern portion of Lincoln Boulevard, near Turner Park, extending as an exit ramp from State Highway 64 between Dodge Street and Davenport Street. However, the northern and western portion of the boulevard, north of Cuming Street between Mercer Park Road on the west and North 30th Street on the east, remains intact and is described in detail below. This segment of boulevard extends into Mercer Park and follows the route of a former streambed.

Between North 30th Street on the east and North 33rd Street on the west, Lincoln Boulevard extends through a neighborhood characterized by Craftsman-style and American Foursquare houses. The roadway includes a flat topography with large terraces and sidewalks flanking the driving surface. A monument erected in 1912 by the Omaha Chapter of the Daughters of the American Republic is located within the wide terrace along Lincoln Boulevard and near North 33rd Street to mark "one of the Oregon Trails 1843 and the California Trail, 1842, later called the Military Road." Bemis Park is located between North 36th Street on the east and North 33rd Street on the west. The boulevard extends along the north boundary of the park in a curvilinear fashion with terraces and sidewalks flanking the driving surface. A red brick retaining wall is located along the north side of the boulevard, adjacent to Bemis Park, and large early twentieth century Period Revival and American Foursquare residences line the north side of the boulevard.[6] The roadway extends westward to Mercer Park Road in a curvilinear manner, similar to the segment bounding Bemis Park, with terraces and sidewalks flanking both the north and south sides of the roadway. Mercer Park is located west of North 38th Street, serving as the west terminus of the boulevard.

Bemis Park (Contributing Site)
Bemis Park is a contributing site within the System that is depicted on both of the 1916 maps. This linear and irregularly shaped park is bound by Lincoln Boulevard on the north, North 33rd Street on the east, Cuming Street on the south, and North 38th Street/Glenwood Avenue on the west. The park, a significant resource within the Bemis Park Landmark Heritage District, is characterized by hilly down slopes that flank a former ravine and creek, with the highest point along the western border. When the park was designed, H.W.S. Cleveland planned to preserve the natural features of the tract by not filling in the ravine and retaining a number of elm, linden, and hackberry trees. The retention of the ravine continues to create a barrier between the park and the major thoroughfare of Cuming Street. There are clusters of mature deciduous and coniferous trees along the west, south, and east borders of the park. A pedestrian path bisects the park from its northwest corner to the southeast corner and includes concrete stairs to ascend the western hill. The pedestrian path is lined on the north side by reproduction historic light standards with fluted cast iron bases and urn-shaped globes. The light standards were erected in the 1990s. Replacement metal park benches also flank the path. In addition to the pedestrian paths, benches, and light standards, another characteristic landscape feature is the c.1980 Mother and Child stone sculpture in the eastern portion of the park beneath a mature deciduous tree. The sculpture bears no provenance information. A number of modern landscape features are located in the park, including "Bemis Park, est. 1889" signage that hangs along Lincoln Boulevard, tennis courts, playground equipment, and a picnic shelter, all of which are located north of the bisecting pedestrian path in the central portion of the park near the intersection with Hawthorne Avenue.

[6] This portion of Lincoln Boulevard and Bemis Park were included within the preliminary historic boundary for the proposed National Register-eligible Bemis Park Residential Historic District. This district was identified in the 2002-2003 Historic Buildings Survey of selected neighborhoods in North Omaha.

Despite the modern additions to the park, which ensure the continued recreational use of the landscape, Bemis Park continues to reflect its historic character.

Mercer Park (Contributing Site)
Historically associated with the System and depicted on both of the 1916 maps, Mercer Park is a contributing site within the System. Located one block west of Bemis Park, Mercer Park is bound by Nicholas Street on the north, North 38th Street on the east, Cuming Street on the south, and Mercer Park Road on the west. Lincoln Boulevard bisects the park near the south, connecting it with Bemis Park. The park is characterized by a rolling and hilly landscape with clusters of deciduous trees lining the recesses in the topography. A sidewalk extends along the north side of the park and the north side of Lincoln Boulevard within the park. Large, early twentieth century American Foursquare, Period Revival, and Craftsman-style homes line the west side of Mercer Park Road. A landscaped median is also located along Mercer Park Road at the park's west boundary.

Mercer Park is linked to Adams Park and Paxton Boulevard via Mercer Park Boulevard and John A. Creighton Boulevard, discussed below.

Mercer Park Boulevard (Contributing Structure)
Located one block west of Mercer Park Road and Mercer Park, Mercer Park Boulevard is historically associated with the System and depicted on both of the 1916 maps. The boulevard extends approximately two blocks from Lincoln Boulevard on the south to Hamilton Street on the north. The boulevard includes a driving surface flanked by terraces and sidewalks on both the east and west sides. The roadway extends through a neighborhood characterized by prominent early twentieth century houses with deep setbacks beyond the sidewalk. Between Nicholas Street and Hamilton Street, the boulevard (also known as Park Road in this location) curves northeasterly through Walnut Hill Park, a contributing site that is briefly discussed below.

Walnut Hill Park (Contributing Site)
Although Walnut Hill Reservoir and Park was not originally part of the System and is not depicted on either of the 1916 maps, it is linked to the System via contributing boulevards and was developed concurrently to the System. The park's history is largely related to water services in Omaha and the Walnut Hill Reservoir. Located immediately north of Mercer Park, and bound by Hamilton Street on the north, North 38th Street on the east, Nicholas Street on the south, and Park Road on the west, Walnut Hill Park is considered a contributing site due to its incorporation into the system during the period of historical significance. The curvilinear Park Road (an extension of Mercer Park Boulevard) extends along the west side of the park, dividing the park from the reservoir, and runs northeasterly towards Hamilton Street. Characteristic features of the park include a pedestrian-oriented east-west axis extending from North 38th Street and Lafayette Avenue on the east towards the reservoir west of Park Road. This axis includes a pair of concrete steps with a ogee curved balustrade and "Walnut Hill Reservoir" inscribed in a concrete panel between the steps at North 38th Street, a walkway with intermittent stairs leading up the hill to the reservoir, a concrete fountain, and a concrete circular shaped, pulpit-like structure with incised concrete panels and a metal balustrade. A steep set of stairs lead up the hill from the pulpit-like structure to the Park Road and the Walnut Hill Reservoir beyond the road.

John A. Creighton Boulevard (Contributing Structure)
A contributing structure within the System, John A. Creighton Boulevard is historically associated with the System and depicted on both of the 1916 maps, extending between Hamilton Street on the south and Paxton Boulevard on the north. Although the southern terminus of Creighton Boulevard is located one block east of the Mercer Boulevard terminus at Hamilton Street, the boulevard essentially connects Mercer Park with Adams Park and Paxton Boulevard to the north. As such, the Boulevard will be discussed as two segments: between Hamilton Street and Adams Park at the intersection with Maple Street, and from Adams Park to Paxton Boulevard.

Between Hamilton Street and Adams Park, Creighton Boulevard is generally characterized as a relatively straight two-lane roadway with concrete curbs, narrow terraces, and sidewalks flanking the driving surface until reaching

Lake Street and extending northeast. The character of the neighborhoods through which Creighton Boulevard extends is largely defined by bungalows and postwar Ranch-style houses. However, between Lake Street on the south and Adams Park on the north, the adjacent development is less densely populated with wider adjacent open spaces and irregular lot shapes resulting from the southwesterly to northeasterly curvilinear orientation of the boulevard in this location. Many substantial mature hardwood trees are located immediately beyond the sidewalks within the deep residential setbacks.

Creighton Boulevard also extends through Adams Park and approximately seven blocks north-northeast to the intersection with Paxton Boulevard, which carries east- and west-bound traffic. Within this segment, Creighton Boulevard features two traffic lanes flanked by terraces and sidewalks on the east and west sides. Within Adams Park, Creighton Boulevard extends in a southwest to northeast curvilinear manner, bisecting the park. During the postwar development of Adams Park, Creighton Boulevard was altered to eliminate the original hairpin curves. North of Adams Park, the boulevard extends through an industrial and residential area with small vernacular residences with deep setbacks. There is no terracing along this northern segment of the boulevard and occasionally there are no sidewalks on the east side of the street.

Adams Park (Noncontributing Site)
Adams Park postdates the original plan and development period for the System; it was acquired and designed beginning in 1948. Although the contributing Creighton Boulevard extends through the park, the park itself is considered noncontributing due to its development after the original system. The park is generally bound by Bedford Avenue on the north, North 31st Street on the east, Maple Street on the south, and North 36th Street on the west. The rolling topography is punctuated by clusters of deciduous and coniferous trees, a lagoon in the southwest corner, and winding pedestrian pathways. Modern park facilities include three lighted baseball fields in the northwest corner, the Adams Park Community Center near the center of the park, tennis courts, and playground equipment. The small brick, side-gable Bedford Avenue pumping station is also located in the northeast corner of the park.

Adams Park is linked to Fontenelle Park via Paxton Boulevard, discussed below. When the boulevard system was planned in this area, an extra wide right-of-way of 100 feet or more was provided; as a result, houses along the boulevard have deep setbacks. Triangles and irregular shapes of land exist along this segment as a result of the boulevard cutting in a curvilinear manner across the city grid.

Paxton Boulevard (Contributing Structure)
A contributing structure within the System, Paxton Boulevard is historically associated with the System and depicted on both of the 1916 maps extending roughly east to west between John A. Creighton Boulevard on the east and Fontenelle Park on the west. The boulevard is generally characterized by its curvilinear orientation through modest neighborhoods with vernacular houses, bungalows, and postwar Ranch-style houses. For most of its duration, the boulevard runs in a gently dipping curve just north of Sprague Street. Between 34th and 40th Streets, these east-west oriented roadways are separated by open space, which includes a large landscaped triangle between 34th and 36th Streets, a slender strip of greenspace between 36th and 39th Streets, and a wider triangular area near 40th Street. The roadway is flanked by terraces and sidewalks on both the north and south side, and numerous mature deciduous trees are located within the terraces.

Fontenelle Park (Contributing Site)
Acquired in 1893, much of Fontenelle Park's design can be attributed to H.W.S. Cleveland, although it was not implemented until the 1910s. Bound by Ames Street on the north; North 42nd, North 44th, and North 45th Streets on the east; Pratt Street on the south; and North 48th Street on the west, this irregularly-shaped park is characterized by its hilly and rolling topography with clusters of mature deciduous and coniferous trees. The park's highest point is on the east side while the lowest points are located near the lagoon on the west end and near the ball fields in the northeast corner. The park is bisected by Fontenelle Boulevard, which extends in a north-south fashion near the middle of the park, roughly following a ridgeline, and Paxton Boulevard extends from the east boundary at North 42nd Street to the intersection with

Fontenelle Boulevard. At the intersection of Fontenelle Boulevard and Paxton Boulevard, there is a stone monument erected by the Omaha War Mothers in "memory of all who served in the World War." Fontenelle Boulevard also bisects the Fontenelle Park Golf Course, and the ridge along which the boulevard runs divides the golf course from the undeveloped portion of the park in the southeast corner. The golf course is discussed below as a separate contributing site.

Characteristic landscape features of Fontenelle Park include the kidney-shaped lagoon west of Fontenelle Boulevard, which contains a small wooded island in the middle. The lagoon also features a concrete liner along the northern half of the lagoon, modern balustrade along its north end, and modern removable picnic tables near the north and west sides. Concrete pedestrian paths also contribute to the landscape north of the lagoon and throughout the east side of the park near the modern baseball fields. Additionally, a small memorial stone with a plaque for those serving in the world wars is located near the intersection of Fontenelle Boulevard and Paxton Boulevard and contributes to the park setting. In addition to these characteristic features, there are a number of modern additions to the park, including the expansion and improvement of two historic baseball fields in the northeast corner of the park flanked by impermanent bleachers; a small, c.1980, concrete block masonry concession building to support the baseball fields; a children's sprinkler park north of the lagoon; and four contiguous tennis courts north of the sprinkler park and adjacent to Ames Avenue. Despite these modern additions to the park, which ensure its continued recreational use, Fontenelle Park continues to reflect its historic character through topography, vegetation, characteristic landscape features, and an individually contributing pavilion, discussed below.

Fontenelle Park Pavilion (contributing building), constructed in 1927, is located east of Fontenelle Boulevard in the northern half of the park. This two-story rectangular pavilion features a clipped cross-gable roof. A large flat roof porch wraps around the pavilion and is supported by brick piers. A brick parapet with decorative cut-outs partially encloses the porch. The main mass of the pavilion features half-timbering in the clipped gable ends, an exterior brick chimney, and original multi-light windows and doors. Built into a slight hill, the lower level of the building is exposed on the north elevation and features an open porch supported by wide brick piers. A cornerstone at the southeast corner of the pavilion reads "1927, Leo A. Daly Architects, Ed. H. Sprague Contractor." The pavilion was renovated in 1991.

Fontenelle Golf Course (Contributing Site)
Fontenelle Golf Course is a contributing site within the system that was depicted on both of the 1916 maps. Located adjacent to Fontenelle Park, the golf course is bisected by Fontenelle Boulevard and a ridgeline that parallels the boulevard, and is roughly bound by Ames Avenue on the north, 48th Street on the west, 44th, 45th, and Sprague Streets on the east, and Pratt Street on the south. One of the oldest nine-hole golf courses in Omaha, it was designed in 1911 to extend over hillsides and within a shallow valley. Established maple and pine trees punctuate the perimeter of the course, and the park's kidney-shaped lagoon is nestled between several of the holes. In addition to the landscaped tee boxes, fairways, greens, and paved cart paths, the golf course also includes a replacement clubhouse (noncontributing building) on the northwest end, near Ames Avenue. The c.1990 rectangular hip roof clubhouse faces south towards the course, and the gable ends feature half timbering and stucco, reminiscent of the Fontenelle Park pavilion. A c.1980 side gable metal golf cart shelter (noncontributing structure) is located behind (north) the clubhouse. Fontenelle Park and Golf Course are linked to Elmwood Park, located to the southwest, by Fontenelle Boulevard and Happy Hollow Boulevard, and to Miller Park, located to the northeast by Fontenelle Boulevard and Belvedere Boulevard, discussed below.

Fontenelle Boulevard (Contributing Structure)
A contributing structure, Fontenelle Boulevard is depicted on both of the 1916 maps extending both north and south from Fontenelle Park to link Elmwood Park (via Happy Hollow Boulevard) and Miller Park (via Belvedere Boulevard) within the System. The boulevard is located between Belvedere Boulevard on the north and its intersection with North 45th Street, Northwest Radial Highway/Military Avenue and Grant Street on the south. Because it extends both north and south from Fontenelle Park, it is described in two corresponding segments below.

Extending south from Fontenelle Park, the boulevard is located between Pratt Street on the north and the intersection with Northwest Radial Highway/Military Avenue on the south. The boulevard is generally flanked by wide terraces and sidewalks on both the east and west sides of the roadway. Modestly-sized, early twentieth century residences flank the roadway, beyond the sidewalks, and feature deep setbacks. Numerous mature hardwood trees are located adjacent to the roadway and contribute to its setting. At its southern terminus, the boulevard extends in a northwest to southeast manner parallel to Northwest Radial Highway/Military Avenue for approximately one block before terminating at North 45th Street. South of the boulevard in this location is a narrow open green space that separates it from Northwest Radial Highway/Military Avenue and which contains scattered deciduous and coniferous trees, sidewalks adjacent to the Boulevard, and modern benches. Additionally, there is a landscaped triangle at the intersection of Fontenelle Boulevard and Northwest Radial Highway that features a war memorial sculpture sponsored by the Russell Hughes Chapter of American War Mothers and erected "in memory of all who served in the World War." Modern overhead lighting illuminates Fontenelle Boulevard between its southern and northern termini. Historically, Fontenelle Boulevard extended southward along the current route of the Northwest Radial Highway to the intersection with Happy Hollow Boulevard. However, this segment has been reconstructed as a six-lane divided highway with a landscaped median. Although this portion of the boulevard no longer conveys the feeling and association with the System, the overall expanse of Fontenelle Boulevard continues to convey its historic character.

Extending north from Fontenelle Park, Fontenelle Boulevard is located between Ames Avenue on the south and Belvedere Boulevard on the north. The roadway travels from southwest to northwest, curving east at Fort Street and back north at Jaynes Street. The boulevard typically includes terraces and sidewalks flanking the two-lane roadway. The boulevard extends through neighborhoods characterized by Ranch and Cape Cod houses with deep setbacks beyond the sidewalk.

Happy Hollow Boulevard (Contributing Structure)
A contributing structure within the System, Happy Hollow Boulevard is depicted on both of the 1916 maps extending roughly northeast to southwest in a curvilinear fashion from Fontenelle Boulevard to Elmwood Park. The characteristics of the boulevard vary throughout its route. Therefore, it is discussed below in segments, beginning at the north terminus and ending at the south terminus.

Between its junction with the Northwest Radial Highway and the modern traffic roundabout at North 50th Street, Happy Hollow Boulevard runs east by southeast and is generally characterized as an asphalt-paved driving surface without shoulders. A sidewalk is located only on the north side of the roadway, and the neighborhood through which the boulevard runs features modestly-sized early twentieth century bungalows and Craftsman-style homes with deep, consistent setbacks. Metcalfe Park, which is discussed as a noncontributing site below, is located on the north side of boulevard between Country Club Avenue and North 51st Street. A semi-circular shaped open space is also located south of the gentle northern curve of the boulevard and north of the east-west Seward Street between North 50th Street and midway between North 51st and North 52nd Streets. This greenspace features scattered plantings of mature deciduous trees. The modern eight-street intersection at North 50th Street features a peanut-shaped roundabout with red brick pavers along the perimeter of the roundabout. Despite the addition of Metcalfe Park and the traffic roundabout, Happy Hollow Boulevard along this segment retains its integrity and conveys its historic association with the system.

Between the intersection with Seward Street on the north and Underwood Avenue on the south, Happy Hollow Boulevard extends southwesterly in a curvilinear fashion through an established neighborhood with modestly sized and large early twentieth century Period Revival and Craftsman-style homes. North of the intersection with Izard Street, Happy Hollow Boulevard is generally flanked by sidewalks and terraces on both the east and west sides of the street. Between Izard Street and Underwood Avenue, the boulevard divides into two roads separated by a wide landscaped median with clusters of deciduous and coniferous trees along its perimeter. From Cuming Street south to Elmwood Park, the boulevard roughly follows a tributary of the Little Papillion Creek. Sidewalks and wide

terraces flank the boulevard spurs. At the southwest corner of the intersection with Underwood Avenue, a large modern commemorative bas-relief brick and terracotta sculpture illustrates the Dundee streetcar line. A bench, reproduction cast iron light standard, and informational sign flank the sculpture.

South of Underwood Avenue, Happy Hollow Boulevard extends southwesterly towards Elmwood Park. The boulevard abuts Memorial Park on the west, between Underwood Avenue and Dodge Street. The boulevard features sidewalks and terraces flanking the two-lane driving surface in this location. Large, early twentieth century Period Revival and Craftsman style residences are located on the east side of the boulevard, while to the west the view terminates with a dense tree-line along Memorial Park's east boundary. Between Dodge Street on the north and Leavenworth Street on the south, the boulevard extends southwesterly and is adjacent to Elmwood Park on the west and the National Register-listed Dundee-Happy Hollow Historic District on the east. Along Happy Hollow Boulevard, the district is characterized by large early twentieth century residences and deep setbacks. The boulevard features sidewalks and terraces flanking both sides of the road, and a modern landscaped circular roundabout with red brick pavers is located at the intersection with Elmwood Park Road. South of this roundabout, the boulevard extends roughly southeasterly to its terminus at Leavenworth Street.

Metcalfe Park (Noncontributing Site)
Metcalfe Park is not part of the original System and is not depicted on either of the 1916 maps; therefore, it is considered noncontributing. Located on the north side of Happy Hollow Boulevard, Metcalfe Park is bound by Country Club Avenue, Happy Hollow Boulevard, and North 51st Street. The triangular-shaped park features mature deciduous trees, sidewalks lining the perimeter, and a centrally-placed circular playground area.

Memorial Park (Noncontributing Site)
Memorial Park is not historically associated with the System and is not depicted on either of the 1916 maps. Therefore, it is considered noncontributing. Bound by Happy Hollow Boulevard on the east, Dodge Street on the south, Dillon Drive on the west, and Underwood Avenue on the north, Memorial Park is a roughly rectangular shaped park. Established in 1948 as Memorial Park, the site is dominated by a semicircular colonnade at the crest of the park, inscribed with the names of more than 900 Douglas County men and women who died in World War II. The park also features a rose garden, curvilinear paved pedestrian paths, and scattered plantings of mature trees.

Elmwood Park (Contributing Site)
One of the System's original parks, much of the contributing Elmwood Park's design can be attributed to H.W.S. Cleveland, who specified that a "great central park" be located west of the downtown area. Bound by Dodge Street on the north, Happy Hollow Boulevard and South 60th Street on the east, Pacific Street on the south, and South 67th Street on the west, this irregularly-shaped park is distinguished by its vegetation and topography, which includes mature stands of coniferous and deciduous trees bordering a ravine and creek that run through the park on a northeast to southwest axis. The creek is a tributary of Little Papillion Creek, which flows just west of Elmwood Park. The park is crossed by Elmwood Park Road, which extends in two spurs on a northeast to southeast axis between Dodge Street and Pacific Street. The eastern spur curves along the individually contributing grotto (discussed below) and features stone walls along the east and west sides of the road in this location. Additionally, a stone retaining wall is located south of the grotto, along the east-southeast side of Elmwood Park Road. The historic Elmwood Park Golf Course is located in the southern and western portion of the park, and is described in more detail below as a separate contributing site.

Characteristic landscape features of the park include pedestrian paths that meander in a curvilinear fashion throughout the park's northern and central areas, including around the individually contributing pavilion (discussed below) and the north side of the ravine. Southwest of the grotto, a pedestrian path leads southwesterly along the south side of the creek to a small pedestrian bridge. The c.1935, two-span, I-beam bridge features two short brick piers with concrete coping at either end and metal railings with six intermediate posts.[7] Additional characteristic landscape features include historic cast iron

[7] It is unknown whether this bridge was built as part of New Deal work-relief efforts in the park.

light standards with fluted bases and urn-shaped globes, which line the pedestrian paths and period recreational spaces north of the ravine between the Elmwood Park Road spurs, including three dirt baseball diamonds. A number of modern additions are also located throughout the park, including a modern shed located south of the maintenance building (described below); playground equipment and removable picnic tables north of the restroom facility; parking lots to accommodate traffic south of the pavilion and northeast of the swimming pool; and modern installation sculpture in the northeast corner of the park, facing Dodge Street. Additionally, a c.2000 entry sculpture is located at the east entrance to the park, near the Happy Hollow Boulevard intersection. The sculpture is constructed of rusticated concrete block with a concrete cornice, a plaque that reads "Elmwood Park, Established 1890," and an engaged miniature light standard with a cast iron base and round globe. Despite these modern additions to the park, which ensure its continued recreational use, Elmwood Park continues to reflect its historic character through its topography, vegetation, contributing landscape features, buildings, and structures. The individually contributing and noncontributing buildings and structures are discussed in more detail below.

Located west of Happy Hollow Boulevard and nestled between both spurs of Elmwood Park Road is the Mediterranean Revival style park pavilion (contributing building), built in 1909. The structure, designed by Frederick A. Henninger and constructed by Anderson & Friedman, was originally an open-air pavilion but was enclosed in 1940. The rectangular pavilion features stucco veneer and a red tile hip roof. Two enclosed full-width porches are located on the east and west elevations and feature a band of multiple rounded-arch, multi-light windows, much like an arcade. Four square campaniles with tile hip roofs are located in each corner of the building. The pavilion is set in a landscaped greenspace with curvilinear pedestrian paths around the building and a vehicular parking lot on the south side.

A c.1940 maintenance building (contributing building) is located on the west side of the park, adjacent to the west Elmwood Park Road spur and north of the pavilion. It is a side gable brick building with a front- gable limestone entry porch. The entry bay features a central doorway flanked by arched openings. The building features multi-light double-hung windows.

A c.1925 restroom facility (contributing building) is located on the northwest side of the ravine, between the two spurs of Elmwood Park Drive, southwest of the park pavilion. The building is a square plan, hip roof, cut stone structure with a full-width front porch and two restrooms. Stone piers support the wide overhanging eaves of the porch. A small chimney is located at the southeast corner of the structure. The building faces north towards a pedestrian path and open recreational space.

The Elmwood Park Grotto (contributing structure) is located southeast of the pavilion along the creek, where Omaha residents historically came to claim spring water. The grotto was renovated by the Works Progress Administration in 1940, although its water was determined to be unsafe for drinking in 1947. Most recently, the grotto was renovated in 2000. The grotto features a semicircular platform with stone walls. The eastern spur of Elmwood Park Road curves along its perimeter and a concrete retaining wall with limestone veneer shields the grotto platform from the roadway. A pedestrian archway is located through the retaining wall, and stairs provide street access to the grotto. A concrete arched culvert is located at the southeast end of the grotto platform and is lined with limestone veneer.

Noncontributing resources within Elmwood Park include a 1963 L-shaped swimming pool (noncontributing structure) located northeast of the pavilion. A 1963 poolhouse (noncontributing building) is located adjacent to the pool, along its southeast side. The poolhouse is a rectangular brick structure with a flat roof, wide overhanging eaves, a central entry on the southeast elevation, and engaged brick planters.

Elmwood Park Golf Course (Contributing Site)
Elmwood Park Golf Course is a contributing site within the System. It is located adjacent to Elmwood Park on the west and south sides of the park, and is roughly bound by the University of Nebraska-Omaha on the north, South 67th Street on the west, South 60th Street on the east, and Pacific Street on the south. Elmwood Park Drive bisects the golf course. One of the oldest 18-hole golf courses in Omaha, the Elmwood Park Golf Course was laid out in 1916 and generally features

rolling topography with inherent natural hazards, resulting from the hillsides, shallow valleys, and a ravine. Established deciduous and coniferous trees extend along the perimeter of the 18 fairways. In addition to the landscaped tee boxes, fairways, greens, and paved cart paths, the golf course also includes the historic clubhouse (contributing building) on the southeast corner, near Pacific Street and the southern boundary, and an adjacent modern clubhouse (noncontributing building). The original c.1925 clubhouse features a rectangular plan with a hip roof, full-width shed roof porch on the south elevation, original multi-light double-hung windows, and exposed rafters. The original clubhouse is currently used for golf cart storage. A noncontributing 1975 replacement clubhouse is located west of the original clubhouse.

Fontenelle Park, described above, is also linked to Miller Park via Fontenelle Boulevard and Belvedere Boulevard. The following description addresses this link from the northern terminus of Fontenelle Boulevard to Miller Park.

Belvedere Boulevard (Contributing Structure)
A contributing structure within the System, Belvedere Boulevard is depicted on both of the 1916 maps. The Boulevard, bound on the west by North 30th Street, extends west to east in a curvilinear fashion and links Fontenelle Boulevard with Miller Park on the east boundary of the structure. Belvedere Boulevard is co-marked with Curtis Avenue on its western end for two blocks, at which point it curves southward in alignment with North 34th Street before curving easterly. Within its eastern half, Belvedere Boulevard includes two "S" curves and features a steep topography with views overlooking the city and Miller Park. Within the segment dominated by the "S" curves, the Boulevard does not include sidewalks, but does feature an observation area (Belvedere Point) with benches. The observation point is located north of North 33rd Street. At its eastern terminus at North 30th Street and Miller Park, Belvedere Boulevard features a sidewalk and wide terrace on the north side.

Miller Park (Contributing Site)
One of the system's original parks, much of the contributing Miller Park's design can be attributed to H.W.S. Cleveland. Bound by North 30th Street on the west, Kansas Avenue on the south, 24th Street on the east, and Redick Avenue on the north, this rectangular park features a rolling landscape with clusters of deciduous and coniferous trees, particularly in the northeast corner of the park. Miller Park Drive bisects the park and runs roughly east-west through the park's southern half. A spur of Miller Park Drive also extends northwesterly to the northwest corner of the park. The adjacent nine-hole golf course, located in the eastern portion of the park, is discussed as a separate contributing site below.

Characteristic landscape features of Miller Park include a prominent irregularly shaped lagoon with a peninsula located east of the individually contributing pavilion (discussed below); winding pedestrian pathways; and clearings for recreational activities, including baseball and soccer fields along the south and west sides of the park. Groves of evergreen and sycamore trees also distinguish the site, including the large grove in the south-southeast portion of the park. Modern playground equipment is located on the west side of the park near Curtis Avenue and a modern covered staircase providing access to a waterslide is located west of the swimming pool complex (described below) and west of the pavilion. Despite the modern additions to the park, which ensure its continued recreational use, Miller Park continues to reflect its historic character through its topography, vegetation, contributing landscape features, buildings, and structures.

The 1908 Miller Park pavilion (contributing building) is located north of Miller Park Drive in the western half of the park, and facing eastward to the irregularly shaped lagoon. The pavilion, designed by architect James Craddock and constructed by Parsons & Kiene, features an H-shaped plan with cross-gable roofs and shed-roof wall dormers along the ells. Clad in stucco and brick veneer with half-timbering in the gable ends, the pavilion also features a wide porch that wraps around the entire structure and is supported by brick piers. Set into a hill, the east elevation of the pavilion reveals an open basement level with a garage door and brick pier supports. The pavilion was renovated in 1977.

Three modern and noncontributing resources are also located within Miller Park. A 1998 fan-shaped swimming pool (noncontributing structure) is located north of Miller Park Drive and west of the pavilion. The 1998 pool replaced an earlier 1959 pool structure. The pool complex also features a c.2000 side gable maintenance building (noncontributing building)

located south of the pool and a 1998 poolhouse (noncontributing building) located northeast of the pool. The poolhouse features a central bay with a front gable portico flanked by two stepped, flat roof ells on the east and west elevations.

Miller Park Golf Course (Contributing Site)
Miller Park Golf Course is a contributing site within the system and included on both of the 1916 maps. It is located on the east side of Miller Park and is roughly bound by Redick Avenue on the north, North 24th Street on the east, Kansas Avenue on the south, and Miller Park Drive on the west. One of the oldest nine-hole golf courses in Omaha, the Miller Park Golf Course was laid out in 1912 and generally features rolling topography that includes holes on either side of the Miller Park lagoon. Established deciduous and coniferous trees extend along the perimeter of the nine fairways. The golf course landscape includes fairways and greens. A two-line wood fence delineates the boundary of the golf course and separates it from adjacent park land. The golf course also features a c.2000 clubhouse (noncontributing building) located northwest of the park pavilion. The clubhouse is a side gable concrete block structure with a projecting front-gable entry porch.

Miller Park and the Miller Park Golf Course are linked to Levi Carter Park via Florence Boulevard and Carter Boulevard, discussed below.

Florence Boulevard (Contributing Structure)
A contributing structure within the System, Florence Boulevard is depicted on both of the 1916 maps extending north-south and linking Miller Park, located one block west of Florence Boulevard, to Kountze Park, Levi Carter Boulevard, and downtown Omaha. It is bound by Minne Lusa Boulevard on the north and Cass Street on the south. Because of the length of the Boulevard and various roadway and environmental characteristics, the Boulevard is discussed in three segments below. The southernmost segment lacks integrity of feeling and association due to new development and tree loss, but because the majority of the boulevard continues to convey its historic character and function, the boulevard is considered one contributing structure.

Located between Minne Lusa Boulevard on the north and the intersection with Carter Boulevard on the south, Florence Boulevard extends in a north-south direction and generally features a two-lane roadway flanked by terraces and sidewalks. A short one-block spur of Florence Boulevard extends east-west to connect Miller Park Drive and Miller Park with the boulevard system. Additionally, a wide landscaped median with established trees is located between Read Street (south of Minne Lusa Boulevard) on the north and Laurel Avenue on the south.[8] Houses along this portion of the Boulevard include modestly-sized early twentieth century styles, including bungalows, American Foursquare, and Two-Story Cube residences with deep setbacks. The roadway also crosses the Arthur C. Storz Expressway/U.S. Highway 75 via a modern steel beam overpass (noncontributing structure). Historic stands of sycamore trees line the boulevard in this segment.

The segment of Florence Boulevard located between Carter Boulevard/Grand Avenue on the north and Pinkney Street on the south extends in a north-south direction and generally features a two-lane roadway flanked by terraces and sidewalks. Late nineteenth and early twentieth century residences along this segment face cross streets, and some period commercial development is present. The boulevard also bisects Kountze Park (contributing site described below) between Pratt Street and Pinkney Street. Original sycamore trees line the boulevard in this segment.

Extending between Pinkney Street on the north and Cass Street on the south, Florence Boulevard (also North 20th Street in this location) features a two-lane roadway flanked by terraces and sidewalk. At Ohio Street, the parkway jogs one block to the east and follows North 19th Street between Ohio Street and Cass Street. Along this corridor, Florence Boulevard is a one-way street with northbound traffic. The boulevard extends through a modern industrial area and a mix of historic-age industrial and commercial buildings south of Paul Street. As with the

[8] The portion of Florence Boulevard between Read Street and Himebaugh Avenue is located within the preliminary historic boundary of the Potential Florence Boulevard Historic District Study Area, which was identified in the 2007 Historic Buildings Survey of portions of North Omaha.

boulevard north of Ohio Street, the roadway is characterized by a two-lane concrete surface flanked by terraces and sidewalks. Despite the intrusion of modern development, there are some extant sycamore trees lining the boulevard in this segment.

Carter Boulevard (Contributing Structure)
A contributing structure within the System, Carter Boulevard is depicted on both of the 1916 maps extending east to west in a curvilinear fashion and linking Florence Boulevard with Levi Carter Park. East of Florence Boulevard, a sharp hairpin turn carries the roadway down a steep hill on the north side of Bluff View Park, which is discussed in more detail below. The roadway is generally characterized by a two-lane driving surface without any sidewalks or terraces. As Carter Boulevard extends eastward to Levi Carter Park, it crosses railroad tracks, features modern overhead lighting, and is flanked by houses with wide setbacks. The boulevard enters Levi Carter Park near the intersection with North 13th Street.

Bluff View Park (Contributing Site)
Bluff View Park is a contributing site within the System and is depicted on both of the 1916 maps. Historically, the park was the former site of the Omaha Driving Park Association, which was established prior to 1887. Acquired in the early 1900s, Bluff View Park was first improved upon in 1907 and 1908, when the ground was partially graded and filled in to improve the view along Florence Boulevard. The park is bound by Florence Boulevard on the west, the hairpin curve of Carter Boulevard on the north, and North 19th Street on the east, extending just south of Fowler Avenue on the south. The park is dominated by a steep hill on the north side of the park in the location of the hairpin curve, and generally flat topography on the south end of the park. Tall prairie grass and a storm water pond are located within the curve of Carter Boulevard, and dense tree growth lines Florence Boulevard throughout the park. Modern picnic tables, pedestrian sidewalks, and a two-line wood fence are located in the southernmost portion of the park between the diagonally-oriented spur of North 19th Street on the north and the southern boundary south of Fowler Avenue on the south.

Levi Carter Park (Contributing Site)
Levi Carter Park is a contributing site within the System. Acquired in 1908, Levi Carter Park was developed along the shoreline of Carter Lake (then known as Cut-Off Lake). The park extends along the west, north, and east sides of Carter Lake, which historically had been a bend in the Missouri River. It is generally bound by Browne Street on the north, Abbott Drive on the east, Carter Lake and Locust Street on the south, and North 13th Street and North 14th Street on the west. Carter Lake Shore Drive follows the shoreline and extends throughout the park, including two spurs along the northeast portion of the park. Generally, the topography of the park is flat to gently rolling with clusters of deciduous and coniferous trees, particularly in the northern section of the park, and wetlands are located in the southwest portion of the park. The Nebraska-Iowa state line is located within the center of the Carter Lake, such that the Town of Carter Lake, Iowa, is located on the other side (south side) of the lake.

Characteristic features of Levi Carter Park include a jetty that is walled with red Sioux quartzite and extends into the northwest corner of Carter Lake, clearings for recreational activities between the north and south Carter Lake Drive spurs, extant stands of mature trees, pedestrian paths flanking the lake, and segments of two-line timber fencing near the changing facilities (individually contributing resources described below). In addition to the Sioux quartzite retaining wall, the jetty also features a metal railing along its perimeter. At the entrance on Abbott Drive, there are decorative parapet walls in the same stonework as the changing facilities (for changing into or out of bathing suits) that display modern "Levi Carter Park" signs.

A number of modern landscape features have been introduced to the park, including overhead lighting and 10 separate parking areas north and south of both spurs of Carter Lake Drive. A modern basketball court is located north of the south spur of Carter Lake Drive, just northwest of the changing facility complex. Two modern boat launch ramps are located on the north bank of Carter Lake roughly between North 12th Street and Abbott Drive, and just south of a parking lot. Two small, side gable, modern maintenance sheds are also located in the northeast portion of the park, between the north spur of Carter Park Drive and Browne Street. Despite these modern additions to the park, which ensure its continued

recreational use, Levi Carter Park continues to reflect its historic character through its topography, vegetation, contributing landscape features, and buildings.

A collection of three changing facilities (contributing buildings) is located on the north bank of Carter Lake, south of Carter Lake Drive. Erected by the Works Progress Administration in c.1935, these rustic red Quartzite stone buildings are organized in a U-shaped complex that forms a courtyard open to the south. Historically, the courtyard led to the shoreline beach and was delineated by a red Quartzite stone retaining wall across the south portion of the courtyard. The central building is a one-story side gable structure with two ells extending off the main mass.[9] The northwest elevation features an enclosed shed roof bay with cutouts in the stone wall. Two exterior brick chimneys are located on the northeast and southwest elevations, and two interior brick chimneys flank the main mass. The structure retains its original wood-shake shingle roof, wood plank doors, and wood plank shutters.

The men's changing area is located southwest of the central facility and is a one-story front gable red Quartzite stone structure. The building has a central entry on the northwest elevation with a wood pediment door hood and is flanked by 12-light cut-outs. A projecting open area, which is bounded by a stone wall supported with buttresses that taper in thickness towards the top of the wall, is located on the southwest elevation. Like the central facility, the men's changing area retains its original wood-shake shingle roof and wood plank door. The women's changing facility is located northeast of the central facility and replicates the men's changing area. Although the roof was destroyed by fire and is nonextant, the facility was originally a front gable stone structure with a central entry on the northwest elevation. The original wood pediment door hood and engaged piers are intact. An open-air space is located on the northeast elevation of the building and is bound by a stone wall supported with tapered buttresses.

One modern resource in Levi Carter Park, a large c.2000 shelter (noncontributing building), is located on the west bank of the lake and features a metal-clad hip roof supported by timber columns. Access to the water is provided on either side of the shelter. This structure emulates the form of the original boathouse, which was destroyed by fire. A c.1955 Ranch-style house (contributing building) is located just north of the noncontributing lakeside shelter. This rectangular structure, which serves as the park office, has a side gable roof, vertical wood siding, and multi-light windows.

Kountze Park (Contributing Site)
Acquired in 1897, the contributing Kountze Park was designed in an effort to improve the property in anticipation of the 1898 Trans-Mississippi and International Exposition. Bound by Pratt Street on the north, North 19th Street on the east, Pinkney Street on the south, and North 21st Street on the west, this rectangular shaped park is characterized by flat topography. The park is also bisected by Florence Boulevard, which serves as the only connection to the System.

Characteristic landscape features in Kountze Park include pedestrian paths that extend along the perimeter of the park and from the northeast corner at Pratt and North 19th Streets to the southwest corner at North 21st and Pinkney Streets. Additionally, the park retains mature stands of deciduous and coniferous trees, particularly along the north and south boundaries. The park also contains a number of modern landscape features, including four modern tennis courts in the northeastern half of the park, two modern basketball courts in the northwestern half of the park, modern playground equipment north of the community center (noncontributing building, described below), and a baseball diamond near the intersection of Florence Boulevard and Pinkney Street. Additionally, a Nebraska historical marker is located on either side of Florence Boulevard to commemorate the 1898 Exposition. Despite the modern additions to the park, which ensure its continued recreational use, Kountze Park continues to reflect its historic character through its topography, vegetation, and contributing landscape features.

Two noncontributing resources are located in Kountze Park. A c.1970 side gable brick community center (noncontributing building) is located in the southeast corner of the park. The structure is clad in brick veneer and vertical wood siding with elevated awning windows and an interior brick chimney. Because its construction date postdates the System's period of

[9] The original function of the central building is unclear. The City of Omaha's Park Department annual reports from 1920-1951 are not available.

significance, it is considered noncontributing. A 1998 Greek-revival style picnic shelter (noncontributing structure) is located in the west half and central portion of Kountze Park near the intersection with Evans Street. This structure was built to commemorate the anniversary of the 1898 Exposition and features a gable roof supported by narrow fluted Ionic columns. An entablature with decorative dentils rests above the columns and below the gable roof. A bas-relief Greek swag detail is located in the gable (or pediment) ends. Like the community center, the date of the picnic shelter postdates the System's period of significance, and therefore it is considered noncontributing.

Integrity of the Park and Boulevard System

Implemented between 1899 and 1918, the Park and Boulevard System addressed within this nomination largely reflects H.W.S. Cleveland's major landscape design principles. Envisioned as a system of parks linked by boulevards to ease traffic and provide a number of healthy and accessible open spaces for Omaha's residents, the Park and Boulevard System continues to reflect this vision and provide these amenities. The System continues to follow the city's natural topography, including high and low points along hills and ravines, water bodies such as the Missouri River and Carter Lake, natural and planted vegetation, and intact associated parks, consistent with early development plans.

Although the boulevard right-of-ways are typically less wide than Cleveland's desired 200-foot width, they do continue to feature a variety of trees, shrubs, and grass plots and are character-defining features of the System. Additionally, although the construction of the Northwest Radial Highway and I-480 interrupts the boulevard network at several locations, this intrusion is considered minor based on the large scale of the system. Provisions for moving across these barriers have been made, and the system can still be traveled, encircling the city. Therefore, the connectivity of the System as a whole continues to retain integrity and contribute to the significance of the property as designed by H.W.S. Cleveland.

Modern recreational facilities such as playgrounds, volleyball courts, tennis courts, and swimming pools have been installed. However, due to the scale of the intrusions relative to the size of the Park and Boulevard System as a whole, the addition of c.1960-c.2000 recreational facilities throughout the System do not detract from the integrity of the district. In many cases, the addition of active recreational facilities throughout the System includes the replacement of earlier recreational provisions that were included in original plans and ensures that the park and boulevard land continues to serve the recreational and athletic needs of Omaha's residents.

Although the Park and Boulevard System has been altered, it is still able to convey the design intention of Cleveland and the Omaha Park Commissioners. The major features that contribute to the overall significance of the historic system, including the boulevards, parks, topography, dramatic viewsheds, natural setting, and native and established plantings are still intact. The System, as a whole, retains its original location, design, setting, materials, and workmanship. The evolution of the park and boulevard system and alterations to its components do not diminish the property's ability to convey its significance as an important community planning activity and a good example of late nineteenth and early twentieth century urban park design by H.W.S. Cleveland.

STATEMENT OF SIGNIFICANCE

The City of Omaha's Park and Boulevard System is eligible for the National Register at the local level under *Criterion A: Community Planning and Development* and *Recreation* for the role the System played in providing green space and recreational opportunities to Omaha residents by the turn of the twentieth century and thereafter. The park system's influence on the City and use by citizens has continued to the present. Moreover, the park and boulevard system illustrates how the initiation of a citywide park system influenced the advancement of Omaha's planning efforts. Omaha was one of the earliest Midwestern cities to develop and implement a complete park and boulevard plan. The System began in the late nineteenth century and was substantially complete by 1918.

Additionally, Omaha's Park and Boulevard System is eligible for the National Register at the local level under *Criterion C: Landscape Architecture*. This designed historic landscape is the product of H.W.S. Cleveland, a nationally-known landscape architect. The Omaha Park and Boulevard System retains historic integrity and is a good example of a complete park and boulevard landscape system designed and implemented at the turn of the century.

The period of significance for the Omaha Park and Boulevard System is 1889-1961. This broad period of significance was chosen to encompass the park system's design, enhancement, improvement, implementation, and recreational development, and its continued influence on the City, ending the period of significance at the National Register's 50-year cut off.

Historic Overview[10]

Nineteenth Century National Park and Boulevard Movement

During the nineteenth century, as American cities grew larger, dirtier, more crowded, and crime-ridden, social reformers, engineers, physicians, architects, and poets proposed that the salvation of cities was to be found in the rural landscape and its inherent values. According to these civic advocates, urbanization obscured the connection between humankind and nature. In their view, the dissolution of the city grid with naturalistic greenery would result in a more civilized city.

One of the primary proponents of this view was Frederick Law Olmsted (1822-1903), with whom H.W.S. Cleveland worked on Brooklyn's Prospect Park following the Civil War. Olmsted, who is often acknowledged as the father of American landscape architecture, was a key figure in the nineteenth-century urban parks movement. Together with his partner Calvert Vaux, Olmsted won the 1858 competition to design New York City's Central Park, the nation's first comprehensively planned urban park.

Even before Central Park was completed, a number of other cities, including Philadelphia, Baltimore, Brooklyn, and Detroit, began to develop plans for pleasure grounds based on the Central Park model. In the decades following the Civil War, the interest in park development spread from older, more established cities to newly developing urban areas. Additionally, during this period, parkway designs by Olmsted, H.W.S. Cleveland, and Charles Eliot, permeated city planning efforts in New York, Chicago, and Boston.[11]

The Eastern (Jamaica) Parkway in Brooklyn, which was designed by Olmsted and Vaux in 1870, is generally regarded as the nation's first parkway. The wide boulevard served as the main approach to the Plaza of Prospect Park.[12] Eastern Parkway featured a combination of carriageways, pedestrian walks, and large elm trees. After Eastern Parkway, Olmsted worked in Boston where he envisioned a long continuous parkway encircling the city, which became known as the "emerald necklace." Contemporaneously, Cleveland recommended a grand boulevard for Chicago and a parkway for

[10] The Omaha Park and Boulevard System was the subject of a pamphlet authored by Lynn Bjorkman for the City of Omaha. This context is largely based on information from Lynn Bjorkman, *Omaha's Historic Park and Boulevard System* (Omaha, Neb.: City of Omaha Planning Department,), 1-61. Therefore, unless referencing a direct quote, this pamphlet is not cited in the following text.

[11] Norman T. Newton, *Design on the Land: The Development of Landscape Architecture* (Cambridge: Harvard University Press, 1971), 596-597.

[12] Newton, *Design on the Land: The Development of Landscape Architecture*, 596.

Minneapolis. By the 1890s Eliot was also advocating the creation of parkways to connect units of the park system in Boston.[13]

Unlike his colleagues who worked primarily in the northeast, Cleveland's work designing park systems was focused on newly developing Midwestern cities. His 1869 plan for Chicago and 1883 plan for Minneapolis included grand avenues, boulevards, or parkways as a system for connecting parks. Parkways physically linked urban parks while also providing a leisurely and pleasurable driving corridor with landscaped green space and recreational areas.[14] By the 1880s the park and parkway movement had caught hold in Omaha.

Although parkways are diverse in design and function, they are commonly motivated by traffic problems, inner city deterioration, polluted rivers, and wasteland. In the twentieth century, curvilinear parkways with limited access, satellite parks, and natural and cultural features, were planned in numerous cities to alleviate the problems mentioned above.[15] Typically, a parkway contained a roadway within its variable depth landscape, topographic features, and cultural components. The modern parkway was epitomized by the completion of the Bronx River Parkway in New York, following World War I. In the case of the Bronx River Parkway and others that preceded and followed it, the parkway provided a means of preserving river waters from pollution and reserving parklands on either side of the river. An unanticipated side effect of the Bronx River Parkway, and a motivation for the creation of other urban parkways, was an increase in property values adjacent to the parkway.[16]

Omaha Beginnings and Development of Parks
The City of Omaha traces its founding to 1853 when a ferry was established that traversed the Missouri River and linked the Council Bluffs, Iowa, area to what would soon become Nebraska Territory. A formal town site was platted in 1854 for Omaha, and a city charter was granted in 1857. However, the growth of the city was limited until 1865-1870, when the Transcontinental Railroad was constructed to link Omaha and Sacramento, California. At that time, Omaha's population increased from 3,000 to 16,500. By 1880 the city's population exceeded 30,000, and by 1900 Omaha had grown to more than 100,000. As Omaha expanded between 1880 and 1900, it began to plan and design amenities that would enhance the quality of life experienced by its residents. This included designing and building a park and parkway system.[17]

Until 1889 the City of Omaha lacked the legal authority to establish a park commission with the power to raise funds through taxation and the issuance of bonds. Local leaders, including physician and journalist George L. Miller, lobbied forcefully for state legislation that would enable Nebraska's cities to provide urban parks and parkways. As Omaha's population grew and the City expanded into the countryside, Miller and other citizen advocates argued for parks as a cure for urban ills. Moreover, parks and parkways would improve Omaha's image to the rest of the country. A system of civilized and progressive parks and parkways would counter the industrial image of the city perpetuated by stockyards, meatpacking, smelters, wholesaling, and railroading. Miller and others also argued that parks could bring increased prosperity.

In 1889 the state legislature's enactment of a law that gave metropolitan-class cities, of which Omaha was the only example, an effective means of acquiring, developing, and maintaining a system of public parks and parkways enabled Omaha to pursue its progressive park vision. In May of 1889 Omaha's first Board of Park Commissioners was named by judges of the District Court. Among the five men selected were George W. Lininger, farm implement dealer and art gallery owner; Augustus Pratt, a real estate developer; former State Supreme Court Judge George B. Lake; banker Alfred Millard; and co-founder of the *Omaha Daily Herald*, the aforementioned Miller.

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[13] Newton, *Design on the Land: The Development of Landscape Architecture*, 597.
[14] Newton, *Design on the Land: The Development of Landscape Architecture*, 597.
[15] William H. Tishler, "H.W.S. Cleveland," in *American Landscape Architecture: Designers and Places*, ed. William H. Tishler, *Building Watchers Series* (Washington, D.C.: Preservation Press, 1989), 181-183.
[16] Newton, *Design on the Land: The Development of Landscape Architecture*, 597-600.
[17] Nebraska Historic Building Survey: Omaha's Dundee, Twin Ridge/Morton Meadows Neighborhoods (Omaha: City of Omaha, Planning Department, 2004).

The Park Commissioners were charged with developing "a system of parks, parkways and boulevards."[18] However, in the beginning, only Miller supported the system concept, an idea Cleveland had pioneered in his designs for other cities. Nonetheless, Miller convinced the commissioners of the necessity of a park system, and under the leadership of President Miller, the Park Commissioners hired the noted landscape architect H.W.S. Cleveland to provide direction in designing a comprehensive park system for the City.

H.W.S. Cleveland (1814-1900) and the Plan for Omaha
Born in 1814, H.W.S. Cleveland began practicing landscape and ornamental gardening in 1854 with partner Robert Morris Copeland in Salem, Massachusetts. Before starting his career in landscape design, Cleveland held a variety of jobs, including 12 years as a farmer, during which time he founded the New Jersey Horticultural Society.[19] Following the Civil War, Cleveland worked for a short time with Olmsted and Vaux on plans for Brooklyn's Prospect Park. Although Cleveland only worked with Olmsted briefly, they developed a lasting friendship.[20]

From 1869 to 1886, Cleveland lived in Chicago and worked on the City's Drexell Boulevard, South Parks, and Graceland Cemetery. During this period, Cleveland extended his landscape architecture practice into other Midwestern states, including Wisconsin, Indiana, Iowa, Minnesota, Kansas, and Nebraska. Cleveland's early work in New England and the Midwest was sensitive to the existing landscape while also connecting green space with various public open spaces.[21] As discussed in his 1873 publication, *Landscape Architecture as Applied to the Wants of the West*, Cleveland sought to arrange land for efficiency and beauty in the newly developing cities of the Midwestern Region.[22]

In 1883, Cleveland began working on what would become his best-known and most respected project, the Minneapolis Regional Park System. The system united the Twin Cities, Minneapolis, and St. Paul, with a system of connected lakes, parks, and parkways. Cleveland envisioned the growth of both Minneapolis and St. Paul, such that they would create one metropolitan unit, and therefore, he suggested cooperation between the two cities to create a vast regional plan with boulevards and arteries for travel. For over two decades, Cleveland provided suggestions to park commissions in both cities and provided the foundation for a comprehensive regional park system. Since the 1890s, the Twin Cities park system that Cleveland initiated has provided recreational and green space, while including a Grand Round encircling the inner city and the preservation of much of the Mississippi River shoreline.[23]

In 1889, Cleveland began working for the City of Omaha. His first report to the Omaha Board of Park Commissioners, received in June of 1889, outlined the ideas that set the direction for park development in Omaha for years to come. The major portion of the report contained a discussion of Cleveland's general principles of park system design, based on studies of European and American cities. Cleveland proposed a series of small parks, "pleasant and easily accessible resorts for pedestrians," in the northern and southern sections of Omaha. He also recommended that these small parks ideally be linked to boulevards.[24]

Moreover, Cleveland was convinced that a "great central park" was a necessary component of a comprehensive park system. Such a park, Cleveland said, needed to be of considerable size to shut out city sights and provide "the

[18] Bjorkman, *Omaha's Historic Park and Boulevard System*, 11.
[19] Penny C. Sodhi, "H.W.S. Cleveland and the Omaha Park System: Early Development of Omaha's Park and Boulevard Plan, 1889-1894," N.p., 1984, 1; William H. Tishler and Virginia S. Luckhardt, "H.W.S. Cleveland Pioneer Landscape Architect to the Upper Midwest," *Minnesota History* 49, no. 7 (Fall 1985), 281.
[20] Tishler and Luckhardt, 281.
[21] Daniel J. Nadenicek, William H. Tishler, and Lance M. Neckar, "Cleveland, Horace William Shaler (1814-1900)," in *Pioneers of American Landscape Design*, ed. Charles A. Birnbaum and Robin Karson (New York: McGraw, 2000), 62.
[22] Tishler, "H.W.S. Cleveland," 27; William H. Tishler, "Horace Cleveland: The Chicago Years," in *Midwestern Landscape Architecture*, ed. William H. Tishler (Urbana: University of Illinois Press, 2000), 25.
[23] Nadenicek, Tishler, and Neckar, 63; Tishler and Luckhardt, n.p.; Tishler, "H.W.S. Cleveland," 27; Tishler, "Horace Cleveland: The Chicago Years," 35.
[24] H. W. S. Cleveland, "A Plea for Parks in Omaha," *Omaha Bee*, 15 June 1889, n.p.

refreshment of rural scenes." For Omaha, Cleveland advised that a tract of no less than 500 acres be secured to meet the needs of the City's rapidly increasing populace. Recognizing future land values and patterns of city growth, Cleveland further specified that the tract be located at a central point far to the west of the already densely populated areas. Elmwood Park, which was acquired between 1889 and 1892, developed into Cleveland's "great central park." Finally, Cleveland urged the integration of open spaces through the construction of "broad ornamental avenues, known as boulevards or parkways," designed "with a tasteful arrangement of trees and shrubbery at [their] sides and in the center."[25]

Cleveland's design intentions for Omaha were consistent with his ideas about urban parkland design. While arguing for retaining the land's natural beauty and interesting features, Cleveland also believed that the landscape architect could improve upon nature to bring about a more pleasing aesthetic effect. A scenic parkland could be created through the aesthetic arrangement of trees and shrubbery, the laying of paths and roads following the natural contours of the ground, and the enhancement of natural features such as cliffs or ravines. In 1892, and in reference to Bemis Park, Cleveland emphasized his sensitivity to the existing landscape by noting that "...if the park commissioners decide to fill up the ravine or widen the roadway by pushing out further into the ravine and making a ditch of it I should not allow my name to be used in connection with the improvement of the park."[26]

Cleveland worked on Omaha projects from 1889 to 1894, when health concerns forced him to give up his work in the City. During this five-year period, Cleveland was paid approximately $6,000 for his plans for Hanscom, Elmwood, Bemis, Miller, and Fontenelle Parks; the approval of Riverview Park's location; and survey and design work for portions of Florence Boulevard.

Unfortunately, beyond Cleveland's first report, few others survive. The Park Commissioners' reports provide little specific information about Cleveland's actual designs. Additionally, neither Cleveland's drawings nor his plans directly related to Omaha projects have survived. Although it is difficult to determine the full extent of Cleveland's role in designing and planning Omaha's park system, historic documents, such as newspaper articles and letters, do reveal that in addition to providing a conceptual plan for a network of open spaces, he also advised the Park Commissioners on the selection of park sites and the routing of boulevards. Cleveland's plans and park selections would become the building blocks of the City's comprehensive park and boulevard system that remains today.

Establishing Cleveland's Plan (1889-1894)
The vision for the Omaha parks movement was broad and included an integrated green space system with a web of parks and boulevards that stretched across the entire city. Implementing such a broad vision required a great deal of municipal coordination and planning. Land needed to be purchased in advance of development, before land values became prohibitive. Additionally, purchases needed to be made strategically so that park sites would accommodate future population growth. Especially in its early years, the Park Commissioners received numerous offers of property for sale or by donation. Land developers recognized that adjacency and proximity to parkland was advantageous to the sale and value of lots.

The Park Commissioners' work in developing policy and procedures aimed at shaping the future form and development of the city was an innovative practice, one that anticipated modern-day city planning. Under the leadership of the Park Commissioners and the guidance of Cleveland, Omaha was early among cities in the Midwest to institute and act upon this comprehensive program for city betterment—this vision that would have the whole city become "a work of art."

Between 1889 and 1894, Miller and Cleveland's plans for an integrated park and boulevard system began to take shape. During this time, five major tracts of land that would become Bemis, Elmwood, Fontenelle, Miller, and Riverview Parks were acquired by the Park Commissioners, expanding public land holdings from about 60 to almost 500 acres. Apart from

[25] Cleveland, "A Plea for Parks in Omaha," n.p.
[26] William H. Tishler, "Omaha Boulevard Restoration Project Summary Report and Recommendations," [Omaha, Neb.], 1989, 15.

property received through private donations, a majority of this total acreage was purchased by funds through a $400,000 bond issue passed by Omaha voters in 1891.

Also during this five-year period, Florence Boulevard was opened and progress on acquiring real estate for portions of other boulevards was under way. Cleveland directed and completed major improvement projects in Jefferson Square and Hanscom Park, and substantial work began in Bemis, Elmwood, and Miller Parks that followed the landscape architect's plans.

Another major improvement project also began at this time in Riverview Park. Although directed by designs inspired by Cleveland, the park was completed by William R. Adams. Adams was born in Ireland and trained as a landscape gardener by his father. In 1889, he was hired to serve as Omaha's first Superintendent of Parks, and he held that position until the 1920s.[27]

In 1894, Dr. Miller completed his five-year term on the Park Commissioners, and Cleveland, in poor health, ended his affiliation with the Omaha Commissioners. Although their official involvement with the Park Commissioners lasted only five years, Miller and Cleveland established the foundation of the Omaha Park and Boulevard system.

Property Histories (1889-1894)
The following sections provide the history of the associated parks and boulevards within the Omaha Park and Boulevard system. The descriptions are arranged chronologically, beginning with Hanscom Park. Cleveland's design included 12 parks connected by 20 miles of parkway, all of which encompass approximately 1,725 acres.

Hanscom Park
In about 1865, early settlers, Andrew J. Hanscom and James Megeath, donated property for Hanscom Park to the City of Omaha. Historians James W. Savage and John T. Bell report that "at the time of the donation it was extremely rough, covered by hazel brush and natural forest trees, situated in an inaccessible and uninviting portion of the City, then but sparsely settled."[28] However, 25 years later, the Park Commissioners sought to improve Hanscom tract as one of their first projects.

In the summer of 1889, the design work of Hanscom Park was assigned to Cleveland, and, according to one Commission publication, Hanscom Park was "radically changed in plan and very greatly improved...under his trained hands." Cleveland was paid $913.30 for his plans to improve this rough tract of land. Although the landscape architect's drawings have been lost, design elements that were evidently part of his original plans have survived. The 1898 Commissioners' report describes the results of Cleveland's work: "two lakes, a cascade, extensive flower beds, 2½ miles of macadamized roadway, fountains, and a magnificent growth of forest trees make this the only finished park in the city."[29] Additionally, in the 1890s the Park Commissioners constructed a pavilion, green house, and bandstand following Cleveland's plans for Hanscom Park.[30]

Bemis Park and Lincoln Boulevard
In 1889, the Bemis Land Company donated a six-acre tract of land in the Bemis Park subdivision to the Board of Park Commissioners. The tract, which contained a steep ravine and creek, was covered with native trees and brush. The Commission purchased about three additional acres from the Bemis Company, and in 1893, Cleveland was paid $200 to complete park designs. Rather than fill in the ravine, Cleveland planned to preserve the natural picturesque features of the tract, including a great number of existing elm, linden, and hackberry trees.

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[27] Omaha City Planning Department, "A History of Omaha's Parks and Recreation System," N.p., February 1982, 3.
[28] Bjorkman, *Omaha's Historic Park and Boulevard System*, 27.
[29] Bjorkman, *Omaha's Historic Park and Boulevard System*, 26.
[30] Omaha City Planning Department, "A History of Omaha's Parks and Recreation System," 3.

Since its implementation, key elements of the original designs have been lost: the lagoon has been removed and extensive shrubbery has been replaced with sod. Nevertheless, Cleveland's decision to retain the site's steep topography has benefited the park by distancing it from nearby Cuming Street.

The Bemis Park addition was Omaha's first subdivision to be laid out with a curving street pattern that conformed to the lay of the land, as opposed to the rectangular block, or gridiron plan. Lincoln Boulevard wound through the southern portion of this residential suburb. The landscape architect Alfred Edgerton of New York was responsible for the Bemis Park subdivision's design. His work appealed to Cleveland and the first Park Commissioners, as they incorporated Lincoln Boulevard into their parkway system as the link between Bemis and Hanscom Parks. In the 1960s, the construction of I-480 destroyed a large portion of Lincoln Boulevard, thus negatively affecting the integrity of this boulevard.

Elmwood Park
After receiving Cleveland's 1889 report to the Park Commissioners, which advocated the necessity of a large central park to an urban park system, the members accepted a donation of 55 acres along Leavenworth Street. The land, which was named Elmwood Park for its impressive elm trees, fit the report's description for the siting of the large central park. Elmwood Park was located 3.5 miles from the business district, and the *Omaha Bee* described the parcel as a "wild and romantic place." A wooded ravine followed the course of a small stream through the park. The *Omaha Bee* noted that "there are all manner of shady nooks in this dell...and some of the largest forest trees in this section of the country are to be seen in it."[31]

From the beginning, the Park Commissioners envisioned that Elmwood Park would serve as the nucleus for a larger park. Several years later, the group of landowners who donated the first tract offered additional adjacent acres for sale; 156 acres were purchased for $135,000. Thus, Elmwood Park had grown to over 200 acres. Dr. Miller reported to the City Council that it was the Park Commissioner's intent to make Elmwood Park serve as the "grand park" for several years.

Cleveland was commissioned to draw up a set of plans for the improvement of the Elmwood tract. According to newspaper accounts in 1892, he outlined plans to the Park Commissioners that featured a seven-acre lake, a carriage concourse that traveled to the park's highest point, and additional drives and walks that threaded through wooded slopes. Although Elmwood Park has changed over the past 100 years, the park's original design is seen in the hilltop stands of pine and spruce and in the configuration of roadways.

Fontenelle Park
In 1893, land for Fontenelle Park was purchased for $90,000 with funds from the Park Commissioners first bond issue, despite protests from citizens who felt that the 108-acre tract was located too far from the city. Cleveland advised the Park Commissioners on the selection of the site, and in 1892, he was paid $1,650 for plans to redesign the tract. In the same year, the park was named to commemorate interpreter and Chief of the Omaha Indians, Logan Fontenelle.

After the property's acquisition, numerous trees were planted, although, few survived the drought of the mid-1890s. Further efforts to improve the tract were postponed because of a lack of funds and criticism of expenditures. Until Omaha expanded to the northwest and created a demand for the park's improvement, the Fontenelle tract remained essentially a pasture of land.

In 1911, the Commissioners refocused their attention on the Fontenelle property, initiating a program of park-building activities, which included grading, road construction, and the laying out of a golf course. By 1916 Fontenelle was described by Park and Recreation department Superintendent, J.B. Hummel, as "one of the most popular and best patronized parks in the system."[32] Apart from the golf course, it is unknown how closely the park improvements followed Cleveland's original plans for the property, produced 25 years earlier.

[31] Bjorkman, *Omaha's Historic Park and Boulevard System*, 44.
[32] Bjorkman, *Omaha's Historic Park and Boulevard System*, 41.

Miller Park
Miller Park was acquired with funds from Omaha's 1891 bond issue. Unlike other park sites, which were sought for their scenic advantages, this 78-acre tract consisted of a level cornfield cut by several ravines. Some city officials objected to the purchase of this tract because the site did not have a commanding view or interesting natural attributes. However, in 1893 the City Council approved the purchase of the tract for $75,000 because of its location near the route of Florence Boulevard and the prospect of low improvement costs.

Cleveland prepared plans for the park's design in 1893, and soon afterward, grading, tree-planting, and construction of a lake began. In the same year, Miller Park was named in honor of Dr. George L. Miller, the principal force behind the establishment of the Board of Park Commissioners and its first president. Between 1897 and 1898, more than 35,000 trees were planted in the park. Although Cleveland's plans have been lost, the extant stands of pine, lagoon with an island, and curving drives are features typical of his design vocabulary.

Florence Boulevard
After three years of planning, the Omaha city engineer set the stakes for Florence Boulevard on October 10, 1892. The event marked the beginning of Omaha's boulevard system. The initial stretch of parkway was constructed north from Ames Avenue to near Miller Park. The boulevard features a 100-foot right-of-way, which does not conform to Cleveland's 200-foot standard for "ornamental avenues."

By 1895 Florence Boulevard was described as "the only suitable driveway in the city" because of its scenic, level course, and unbroken roadbed. Following the bluff line along the Missouri River, Florence Boulevard also afforded fine views of the river valley. Moreover, the route immediately became popular for recreational drives, first by carriage and bicycle and later by automobile. Later, lined by tall sycamores and attractive homes, a length of Florence Boulevard near Miller Park became known as "The Prettiest Mile."[33]

Growth of the System (1895-1918)
During the period from 1895 to 1918, numerous parklands were acquired and much work on the park and boulevard system was completed. By 1918, the system that Cleveland envisioned was generally in place. In 1898, the City Council passed Ordinance No. 4372, which declared "the necessity of appropriating certain private property and lands for the use of the City of Omaha, for the purpose of making an addition to the public parks, parkways, and boulevards."[34] Included was a four-page listing of legal descriptions of parcels of land and lots that together, cut a swath between Riverview and Hanscom Parks. This land would be used to implement boulevards linking Riverview, Hanscom, and Bemis Parks. Originally named "Central Boulevard," these connectors were intended to link the "inside" parks, including Hanscom, Riverview, and Bemis.

Just before 1900, Kountze and Deer Parks, small parks situated along boulevard routes, were added to the park system. In 1902, Curtiss Turner Park was acquired, and in 1908, the Commissioners received a monetary donation to purchase the lakeshore property that would become Levi Carter Park. A major park at this location was not anticipated by the Commissioners in their early plans; however, the property's location allowed for its integration into the system through parkway links to Florence Boulevard. By 1910, land was acquired to connect Fontenelle and Elmwood Parks, and during the 1910s, the City of Omaha completed the link and initiated construction on links between Bemis, Fontenelle, and Miller Parks.

In 1912, the City acquired, through eminent domain, land for three other major links in the parkway system, in addition to Paxton and John A. Creighton Boulevards. Major work on extending and improving the boulevards continued throughout

[33] Bjorkman, *Omaha's Historic Park and Boulevard System*, 55.
[34] Bjorkman, *Omaha's Historic Park and Boulevard System*, 21.

the teens, fueled by the proliferation of automobiles and their popularity for recreational use. By 1918 the park and boulevard system, as envisioned by Cleveland, was substantially completed.

Property Histories (1895-1918)
The following sections provide the history of the associated parks and boulevards within the Omaha Park and Boulevard system during this later period of development. Although Cleveland did not have a direct hand in the designs for the following parks and boulevards, they do follow his original vision for the system, which included 12 parks connected by 20 miles of parkway, all of which encompass approximately 1,725 acres. The descriptions are arranged chronologically.

Riverview Park
In 1894, the initial parcel of parkland for Riverview Park was acquired, despite difficulties with property owners over the terms of the purchase. Local residents were not happy with the location of Riverview Park, along the Missouri River shore, in an undeveloped region between Omaha and South Omaha. The land was far from residents' homes and extremely hilly. Nonetheless, the City of Omaha used its power of eminent domain to acquire the initial parcel. Additional tracts were added by 1899 to expand the park to over 100 acres.

Cleveland approved of the location of Riverview Park along the Missouri River, but his health failed before designs were made for the park. Longtime Park Superintendent W.R. Adams prepared the park's designs, which featured a lagoon and winding drive.

Virtually from its beginnings as a park, the Riverview tract had an association with zoo activities. The 1896 Park Commissioners' report notes the first addition of a collection of animals to the park, including the purchase of a moose ($150), a bear ($25), and "moving fish" ($1). Over subsequent years, more of the property was turned over for the zoo's use, and in 1964, the tract was leased to the Omaha Zoological Society as the site for the Henry Doorly Zoo.

Riverview Boulevard
The Riverview Boulevard, formerly known as Southeast Boulevard, was developed during the late 1890s, following land acquisition in 1895. Riverview Boulevard, which was renamed in 1913, was a winding road, constructed to connect Riverview Park's north entrance with Bancroft Street.

Kountze Park
As a result of the 1898 Trans-Mississippi and International Exposition, Kountze Park's 11 acres became public property. The site selected for the fair was a large tract of land north of the city owned by Omaha pioneer banker and real estate developer Herman Kountze. City officials wanted to assist the Exposition Board in developing the grounds, but state law prohibited the allocation of City funds for this purpose. However, if the property were dedicated parkland, public money could be spent by the Park Commissioners to improve the property as a city park.

In 1897, Herman Kountze conveyed approximately 11 acres to the City for one dollar. The terms of the deed required that the parcels always be used as a public park, known as Kountze Park, and that the City spend $5,000 to improve the property during 1897, the first year of a two-year period of use granted to the Exposition company. The Trans-Mississippi and International Exposition of 1898 was built on a grand scale, similar to the World's Columbian Exposition in Chicago in 1893. It featured a grand court and lagoon surrounded by monumental buildings. Soon after the Expo, all traces of it were demolished and removed. The Park Commissioners exceeded the agreed-upon sum and spent about $35,000 improving the land and the roadways leading to the property.

Hanscom Boulevard
Hanscom Boulevard, formally known as a portion of the Central Boulevard between Riverview and Hanscom Parks, was planned as a tie between scattered neighborhoods in the city's southeast district and South Omaha. In their 1897 report,

the Park Commissioners noted that "all the territory lying to the north and west of Hanscom park" would be connected by the Hanscom Boulevard, "the only possible roadway with a traversable grade connecting these parts of the city."[35]

Although publicly opened for travel in 1898, property acquisition for Hanscom Boulevard was not completed for at least another decade, when the gap between Arbor Street and Hanscom Park was closed by donations of land along 32nd Street. After the completion of the boulevard, the area south of Hanscom Park began to develop as a residential district. In 1909 the Park Commissioners observed that "the opening of the boulevard into the park...has made an ideal residence section for people whose work takes them to South Omaha."[36]

Deer Park and Deer Park Boulevard
In 1898 Deer Park Boulevard was described in a Park Commissioners' report: "It will be 150 feet wide, excepting between Seventeenth and Twentieth Streets where it widens into a small park of twelve acres, enclosing a deep ravine, covered with a dense growth of forest trees."[37] This small park, which was later enlarged further, was named Deer Park due to the fact that it was carved from land in the Deer Park Addition, an area of steep terrain and thick vegetation that was likely a popular home for deer.

Deer Park Boulevard, formerly known as a portion of the South Central Boulevard, was dedicated and opened for travel in 1901, and renamed in 1913. In the late 1960s, the Nebraska Department of Roads received title to a portion of the boulevard through condemnation for interstate highway use. I-480 severs Deer Park Boulevard at 28th Street, one of two major breaks in the parkway system caused by the building of the federal Interstate Highway system.

Turner Park and Turner Boulevard
In 1897, Charlotte M. Turner donated 32 blocks of land "for parks and boulevard purposes." Private donations, like Turner's, greatly increased the prospects for the expansion of Omaha's boulevard system, and in particular, Turner's donation contributed to the connection between Hanscom and Bemis Parks. Following the turn of the century, Turner's land was developed as Curtiss Turner Park, with a boulevard running along its eastern edge. Curtiss was the late son of Charlotte and her husband Charles, a real estate developer. Their land donation was to be used as a park to memorialize their son.

Through condemnation proceedings, the City assembled additional land for the boulevard, and in 1902, the corridor between Hanscom and Bemis Parks opened for use. In 1913 the boulevard, previously known as West Central Boulevard, was renamed Turner Boulevard.

Levi Carter Park, Carter Boulevard, and Cornish Boulevard
Prior to its acquisition as parkland, Levi Carter Park was dominated by Cut-Off Lake, a valued commercial and recreational resource. Located north of the City, Cut-Off Lake formed when the Missouri River changed course in 1877. Levi Carter, owner of Carter White Lead Works, recognized the desirability of this land for park and boulevard purposes. In 1908, after the death of her husband, Selina Carter donated $50,000 to the City to acquire the lakefront land for a public park. Terms of the donation stipulated that Cut-Off Lake, known also at the time as Lake Nakoma, be officially named Carter Lake. A 1908 Park Commissioners' report states that "by the acquisition of this park Omaha is given a beautiful body of water with possibilities for aqua sports and recreation."[38]

In 1910, the City secured property for Carter Boulevard, a link between Carter Park and Florence Boulevard. Property was acquired through condemnation and a deed from Edward and Selina Cornish (previously Selina Carter). Over a number of years, the Cornishes acquired approximately 140 acres on the Iowa side of Carter Lake, in anticipation of a boulevard that would encircle Carter Lake. Although discussed as late as 1940, the boulevard circuit around the lake was never built.

[35] Bjorkman, *Omaha's Historic Park and Boulevard System*, 25-26.
[36] Bjorkman, *Omaha's Historic Park and Boulevard System*, 25.
[37] Bjorkman, *Omaha's Historic Park and Boulevard System*, 21.
[38] Bjorkman, *Omaha's Historic Park and Boulevard System*, 58.

Fontenelle Boulevard
In 1908 land for Fontenelle Boulevard, which links the City's westernmost parks (Fontenelle and Elmwood) was acquired. The parkway was secured through eminent domain proceedings at a cost of $16,000. Fontenelle Boulevard was officially named in 1913, and the parkway later joined Happy Hollow Boulevard to complete the route to Elmwood Boulevard. A second section of the boulevard, linking Fontenelle and Miller Parks, was acquired around 1915.

John A. Creighton Boulevard and Paxton Boulevard
In 1910, condemnation proceedings initiated the acquisition of the two-mile John A. Creighton Boulevard. Acquisition was generally complete in 1912. Unlike earlier boulevards, the development of the John A. Creighton Boulevard required the removal of numerous houses. Named for a pioneer Omaha businessman and philanthropist, the John A. Creighton Boulevard through Adams Park has been altered. To accommodate modern, higher speed travel, the hairpin curves of the switchback have been straightened, but the original roadway path is still discernable, albeit now covered with sod.

By August 1912, the City had acquired property for a boulevard connecting Fontenelle Park to Sahler Street. In 1913, this boulevard was named for William Paxton, a pioneer businessman. Together the John A. Creighton and Paxton Boulevards form a link between Bemis and Fontenelle Parks, while memorializing two of the City's most influential nineteenth-century citizens.

Mercer Park and Mercer Park Boulevard
In 1912 the property occupied by Caroline Mercer Park and Mercer Park Boulevard was donated to the City by the S.D. Mercer Company. Four acres of parkland were conveyed to the City under the condition that 39th Street, between Cuming and Nicholas Streets, be completed as a part of the boulevard system within nine months. Conditions of the deed specified the route of this portion of the boulevard (Mercer Park Boulevard) through Mercer Park. Moreover, the deed designated that the park be known officially as Caroline Mercer Park, a memorial to Nelson Mercer's sister.

Happy Hollow Boulevard
In 1912 real estate developers C.C. and J.E. George donated 16 acres, located between Elmwood Park and Western Avenue in the Village of Dundee, to the City of Omaha. The City and Park Commission spent $10,000 to construct the boulevard, while additional donors provided landscaping and other improvements. In 1918, additional, adjacent land, between Fontenelle Park and Western Avenue, was acquired through condemnation proceedings. The City obtained the right-of-way at a cost of $32,000, and in doing so, completed Happy Hollow Boulevard, a link between Fontenelle and Elmwood Parks. At the same time, the George brothers donated more property to widen the boulevard between Cuming and Underwood Streets, providing ground for a divided roadway and sunken gardens, in line with Cleveland's original ideas for Omaha's broad parkway system.

Spring Lake Park
In 1915, Spring Lake Park was added to the Omaha City park system. However, its beginnings date to 1884, when a group of businessmen affiliated with the Union Stockyards Company platted the suburb of South Omaha. City founders hoped to make South Omaha more attractive to prospective residents by reserving more than 100 acres of scenic land in the northwest corner of the town site. Spring-fed lakes on the property were used as South Omaha's water source, and at one time, the tract was sought after by the state for a fishery.

After the group of original owners organized into the South Omaha Land Company in 1887, the land was "developed to some extent by landscape architects" with the expenditure of about $30,000 for improvements. In 1892, South Omahans were angered by the erection of a seven-foot fence around the property, which closed the park off to public use. Battles with residents led the company to sell part of the land for building lots while keeping a portion open for the public.

Although the Omaha Park Commissioners had eyed Spring Lake Park in the late 1890s, its location within the corporate limits of South Omaha made acquisition difficult. However, when South Omaha was annexed to Omaha in 1915, the City purchased the parkland and Spring Lake came into the Omaha park system.

Belvedere Boulevard
As early as 1889, the Park Commissioners discussed a proposal for a boulevard (Belvedere Boulevard) through the Belvedere area, even before purchasing Miller and Fontenelle Parks. The Commissioners were drawn to the area because of its picturesque terrain and its proximity to the 300-acre Forest Lawn Cemetery. However, it was not until 1916 that the Park Commissioners obtained the right-of-way for Belvedere Boulevard, through condemnation proceedings. At this time, the City secured the complete length of the boulevard, connecting Fontenelle Park with Miller Park, via Fontenelle Boulevard.

One notable aspect of Belvedere Boulevard is its twisting climb up the summit of the City's highest bluff. From an elevation of almost 1,200 feet, Belvedere Boulevard provides a vista extending miles into the east.

Recreational Resources and Activities
Although Cleveland's initial plans for Omaha's park and boulevard system only included provisions for passive recreation and the quiet enjoyment of picturesque scenery, during the first decade of the twentieth century a shift occurred in attitude about the purpose of parks. This cultural shift was witnessed nationally, as suggested by statistics on the maintenance of public playgrounds. In 1900, only 11 cities nationwide had public playgrounds. By 1910 this number had grown to 180, and in 1920, 428 cities maintained public playgrounds.[39] Within Omaha, the first children's slide was installed in Hanscom Park in 1912, and this action began subsequent efforts to provide a progressive recreation program for children. By 1913, swings and slides had been added to all city-maintained parks. In 1914, Maypoles and turning bars were installed in parks, and a supervisor was assigned to direct each playground during summer vacation. In 1917, merry-go-rounds were purchased for the parks, thus completing efforts to provide sufficient equipment for the city's 11 playgrounds.[40]

In Omaha, the creation of the Amateur Athletic Association in 1900 by cricket players certainly stimulated the Park Commissioner's interest in recreational provisions. The Association, which was renamed the Omaha Field Club in 1901, leased land for tennis courts, a clubhouse with bowling alley, and nine-hole golf course. By 1908, the commissioner's burgeoning interest in lakefront property around Levi Carter Park led to a commission-wide emphasis on the provision of facilities for more active amusements, such as swimming, golf, tennis, and baseball.[41] Evidence of the City's response to the importance of active recreation in the existing park and boulevard system is highlighted by the 1915 establishment of a distinct Board of Public Recreation to supervise recreational efforts throughout the city. This Board operated separately, but cooperatively, with the Superintendent of Parks, and maintained a separate operating budget of $18,000-$20,000 per year between 1915 and 1917.[42]

The City's first baseball diamonds were laid out between 1913 and 1914 in Fontenelle, Riverview, Miller, Carter, Elmwood, and Dewey Parks. By 1916, nearly 1,000 players from the Omaha Amateur Baseball Association frequented these baseball diamonds, and it was estimated that approximately 500,000 people watched the Association's games in 1916. As a result of the sport's popularity, bleachers were added to the diamonds at Fontenelle, Riverview, and Miller Parks in 1916.[43] In 1914, the Park Commissioners added football and soccer fields to the park system and a cricket field to Miller Park.[44] The first municipal bathing beach opened along the north shore of Carter Lake in 1914, and its immediate

[39] Omaha City Planning Department, "A History of Omaha's Parks and Recreation System," 8.
[40] *Report of the Park and Recreation Department, Omaha, Neb.,* (Omaha, Neb.: N.p., 1916), 21-22.
[41] T. L. Henion, "Peeking Ahead, Looking Back at Omaha's Parks," *Omaha World-Herald*, 1989, n.p.; Omaha City Planning Department, "A History of Omaha's Parks and Recreation System," 8.
[42] *Report of the Park and Recreation Department, Omaha, Neb.,* 1916, 21.
[43] *Report of the Park and Recreation Department, Omaha, Neb.,* 1916, 23.
[44] *Report of the Park and Recreation Department, Omaha, Neb.,* 1916, 24.

popularity led the Park Commissioners to add swimming pools to Spring Lake and Riverview Parks in 1915. Work on swimming pools in Elmwood and Fontenelle Parks began by 1918.[45]

The addition of golf and tennis provisions to the park system began in 1912 with the establishment of Miller Park Golf Course. At the same time, Park Commissioners identified Fontenelle Park as the natural or "ideal" location for another golf course that would take into account the park's natural contours and hazards. Work began on the Fontenelle golf course in 1912.[46] Efforts to construct the 18-hole Elmwood Park Golf Course began in 1915, and the design of the course also responded to the park's natural topography and existing hazards. The course opened to golfers in August 1916.[47] The fourth city-maintained golf course is the nine-hole Spring Lake Golf Course, which was designed by Donald J. Ross and opened to the public in 1933. Notably, Donald J. Ross is widely recognized as one of the leading golf course architects of the twentieth century and is known for his simple designs that used the existing natural landscape to challenge all golfers. Between 1899, when he immigrated to America from Scotland, and his death in 1948, Ross designed more than 430 courses in America.[48]

Recreational resources continued to be added to the park system, particularly with the addition of public golf courses and community centers during World War I. During the 1930s, federally funded projects included the construction of pavilions and service buildings, the development of playfields, and improvements to many parks, including the addition of a service building and caretaker's home in Elmwood Park. In 1936, Omaha's Civic Improvement Council invited the National Recreation Association (NRA) to study the city's existing park and recreational resources. The NRA study found that while Omaha had a good distribution of parks with adequate acreage, it lacked funding for recreational programs and sufficient play area in schoolyards. The Park and Recreation Department responded to the NRA study by developing recreational programs and activities, with the help of the Works Progress Administration through 1942.

Following World War II, in 1946 the City passed a $20 million bond that stimulated recreational development within the Omaha Parks and Boulevard System. Money from this bond was used to purchase and develop additional parklands, now known as Hitchcock and Adams Parks. Additionally, throughout the early 1950s, the 1946 bond money was used to fund recreational projects, including the addition of bleachers, lights, and backdrops for ball fields; tennis courts; concessions and service buildings; a new recreation building at Kountze Park; and land surveying for the planned Benson Park golf course.[49]

Conclusion

The Omaha Park and Boulevard System is eligible for the National Register under *Criteria A* and *C*. Developed between 1889 and 1918, the Omaha Park and Boulevard System is significant under *Criterion A: Community Planning and Development* and *Recreation* for the role it played in elevating the quality of life in Omaha and in providing recreational opportunities to Omaha's residents. Developing the parkway system necessitated acquiring land through eminent domain to provide transportation links between established urban parks. Thus, Omaha's Park and Boulevard System was critical to the City's broader community planning and development efforts. Additionally, during the period of significance, recreational concerns impacted development of the parks within the system, as recreational concerns shifted from passive to active recreation. With the establishment of the Board of Public Recreation in 1915, considerable efforts were made to furnish the system's parks with adequate playground and sporting equipment and facilities. Recreational development has continued and evolved since the system's full implementation in 1918 as a way to ensure the continued use of the park and boulevard facilities.

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[45] Henion, "Peeking Ahead, Looking Back at Omaha's Parks," n.p.; Omaha City Planning Department, "A History of Omaha's Parks and Recreation System," 8-9; *Report of the Park and Recreation Department, Omaha, Neb.*, 1916, 23.

[46] *Twenty-Second Annual Report of the Board of Park Commissioners of Omaha, Nebraska*, (Omaha, Neb.: N.p., 1911), 36.

[47] *Report of the Park and Recreation Department, Omaha, Neb.*, 1916, 24.

[48] *Biography of Donald J. Ross*, Available at http://www.ccwaterbury.com/donald_ross.php (accessed 30 July 2011).

[49] Omaha City Planning Department, "A History of Omaha's Parks and Recreation System," 9-16.

The Park and Boulevard System is also significant under *Criterion C: Landscape Architecture* as a good example of a designed landscape, a complete urban park and parkway system designed by a nationally-known landscape architect. The Omaha Park and Boulevard System is the product of landscape architect H.W.S. Cleveland, and his original vision for a park system connected by boulevards remains approximately 95-percent complete today. The Omaha Park and Boulevard System epitomizes the major principles of Cleveland's landscape design. It was conceived of as a system of parks linked by boulevards that would ease traffic congestion and provide ventilation and salubrious open spaces. Moreover, the System exemplifies Cleveland's sensitivity to the existing landscape by encompassing prime views, points of elevations, and water bodies, such as the Missouri River.[50]

[50] Tishler, "Omaha Boulevard Restoration Project Summary Report and Recommendations," 10-18.

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Omaha Park and Boulevard System Name of Property
Douglas County, Nebraska County and State
Name of multiple listing (if applicable)

USGS Quadrangle:

Irvington, Ralston, Omaha North, Omaha South

WGS84 Latitude / Longitude

Map Point #	Latitude	Longitude
1	41.248019	-95.930637
2	41.234149	-95.930751
3	41.234069	-95.925756
4	41.22871	-95.923473
5	41.227067	-95.9233
6	41.226864	-95.920867
7	41.225063	-95.920812
8	41.220425	-95.927676
9	41.223273	-95.927758
10	41.223341	-95.929466
11	41.229711	-95.929505
12	41.230353	-95.924162
13	41.227713	-95.929518
14	41.227701	-95.936514
15	41.225485	-95.944077
16	41.222896	-95.940148
17	41.224068	-95.938571
18	41.22071	-95.934132
19	41.213902	-95.93339
20	41.218116	-95.936963
21	41.219624	-95.943006
22	41.219579	-95.948588
23	41.224418	-95.948564
24	41.223198	-95.949288
25	41.228237	-95.940541
26	41.228314	-95.937505
27	41.228342	-95.942085
28	41.226743	-95.944527
29	41.228086	-95.948595
30	41.22943	-95.948553
31	41.22935	-95.957789
32	41.23369	-95.95801
33	41.23464	-95.959092
34	41.239049	-95.95909
35	41.23904	-95.960395
36	41.239043	-95.95589
37	41.245161	-95.955873
38	41.24511	-95.960403
39	41.245108	-95.96265
40	41.245096	-95.966217
41	41.248736	-95.963708
42	41.247738	-95.962485
43	41.25137	-95.963171
44	41.253355	-95.962571
45	41.25558	-95.960072
46	41.256634	41.256634
47	41.258719	-95.958197
48	41.268797	-95.956647
49	41.268852	-95.969048
50	41.268318	-95.964598
51	41.269013	-95.969562
52	41.268026	-95.971372
53	41.26993	-95.97137
54	41.269955	-95.969045
55	41.269967	-95.972928
56	41.271949	-95.972864
57	41.272011	-95.96902
58	41.27207	-95.967402

59	41.281494	-95.967145
60	41.283801	-95.96388
61	41.284999	-95.957776
62	41.284931	-95.963819
63	41.28469	-95.966134
64	41.288468	-95.966118
65	41.288549	-95.958827
66	41.296774	-95.959193
67	41.295981	-95.968343
68	41.297669	-95.975836
69	41.297628	-95.978224
70	41.295837	-95.978245
71	41.295791	-95.980619
72	41.292234	-95.98066
73	41.292376	-95.985523
74	41.29941	-95.985455
75	41.299393	-95.975916
76	41.292329	-95.982825
77	41.276467	-95.983553
78	41.274568	-95.985648
79	41.274556	-95.991473
80	41.274086	-95.993745
81	41.261031	-95.999813
82	41.254527	-96.004742
83	41.25976	-96.00494
84	41.264865	-96.006406
85	41.264849	-95.999963
86	41.255919	-96.004874
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88	41.248724	-96.015643
89	41.248634	-96.00483
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91	41.253181	-96.003657
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93	41.252254	-96.001747
94	41.29932	-95.979543
95	41.301164	-95.978241
96	41.306447	-95.977836
97	41.308202	-95.97033
98	41.315694	-95.967362
99	41.315672	-95.963666
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101	41.313899	-95.961332
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104	41.317485	-95.956475
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106	41.313902	-95.947045
107	41.315656	-95.94702
108	41.315698	-95.9454
109	41.323308	-95.945636
110	41.326476	-95.949547
111	41.309278	-95.944946
112	41.303255	-95.942111
113	41.304062	-95.941288
114	41.292264	-95.942182
115	41.292233	-95.943728
116	41.290578	-95.943737
117	41.290572	-95.940658
118	41.292205	-95.940648
119	41.290587	-95.942184
120	41.282955	-95.942207
121	41.282632	-95.940952
122	41.263656	-95.941126
123	41.303401	-95.932493
124	41.304715	-95.932474
125	41.304889	-95.906847
126	41.299627	-95.901387
127	41.29544	-95.900844
128	41.285115	-95.905016
129	41.28507	-95.90911
130	41.287352	-95.906592

131	41.289616	-95.903991
132	41.300051	-95.902352
133	41.302949	-95.910076
134	41.300447	-95.927018
135	41.295191	-95.931048
136	41.290107	-95.929815
137	41.285145	-95.929882
138	41.285203	-95.93217
139	41.295337	-95.932277
140	41.295455	-95.935393
141	41.297278	-95.937293
142	41.299174	-95.937234
143	41.299221	-95.932424

Verbal Boundary Description
The boundaries of the Omaha Park and Boulevard System encircle the city of Omaha and represent an irregular polygon that is shown on the attached maps. The boundaries include 20 parks, four golf courses, and 19 boulevards, which are listed below. The System boundaries encompass approximately 26.5 miles of boulevards and 1,650 acres of park and golf course land.

Parks
Highland Park, Spring Lake Park, Riverview Park, Deer Park, Hanscom Park, Leavenworth Park, Dewey Park, Turner Park, Bemis Park, Mercer Park, Walnut Hill Park, Adams Park, Fontenelle Park, Metcalfe Park, Memorial Park, Elmwood Park, Miller Park, Bluff View Park, Levi Carter Park, and Kountze Park.

Golf Courses
Spring Lake Golf Course, Fontenelle Golf Course, Elmwood Park Golf Course, and Miller Park Golf Course.

Boulevards
25th Street, F Street, Riverview Boulevard, Bancroft Street, 11th Street, Deer Park Boulevard, Vinton Street, Hanscom Boulevard, Woolworth Avenue, Turner Boulevard, Lincoln Boulevard, Mercer Park Boulevard, John A. Creighton Boulevard, Paxton Boulevard, Fontenelle Boulevard, Happy Hollow Boulevard, Belvedere Boulevard, Florence Boulevard, and Carter Boulevard.

The parameters and extent of the System, as well as its boundary limitations, are illustrated on the maps that accompany this nomination.

Boundary Justification
The historic boundary was defined to include property owned by the City of Omaha and historically associated with the Omaha Park and Boulevard System's implementation between 1889 and 1918, according to the design principles of H.W.S. Cleveland. The system is largely contiguous, with the exception of Highland Park and Spring Lake Park, which were represented as part of the contiguous system on the 1916 City Planning Department map.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Omaha Park and Boulevard System
Name of Property
Douglas County, Nebraska
County and State
Name of multiple listing (if applicable)

Section number Photographs Page 1

Name of Property: Omaha Park and Boulevard System
City or Vicinity: Omaha
County: Douglas State: Nebraska
Photographer: Patrick Haynes
Date Photographed: 24 April 2012
Description of Photograph(s) and number:

Photo #1 of 15 (NE_DouglasCounty_OmahaParkandBoulevardSystem_01)	Fontenelle Park Pavilion, camera facing northwest.
Photo #2 of 15 (NE_DouglasCounty_OmahaParkandBoulevardSystem_02)	Fontenelle Park, camera facing south.
Photo #3 of 15 (NE_DouglasCounty_OmahaParkandBoulevardSystem_03)	Bemis Park, camera facing southeast.
Photo #4 of 15 (NE_DouglasCounty_OmahaParkandBoulevardSystem_04)	Lincoln Boulevard, camera facing southeast.
Photo #5 of 15 (NE_DouglasCounty_OmahaParkandBoulevardSystem_05)	Leavenworth Park, camera facing south.
Photo #6 of 15 (NE_DouglasCounty_OmahaParkandBoulevardSystem_06)	Green space off of Turner Boulevard, camera facing south.
Photo #7 of 15 (NE_DouglasCounty_OmahaParkandBoulevardSystem_07)	Green space off of Turner Boulevard, camera facing southeast.
Photo #8 of 15 (NE_DouglasCounty_OmahaParkandBoulevardSystem_08)	Hanscom Park, camera facing southeast.
Photo #9 of 15 (NE_DouglasCounty_OmahaParkandBoulevardSystem_09)	Hanscom Park, camera facing northeast.
Photo #10 of 15 (NE_DouglasCounty_OmahaParkandBoulevardSystem_10)	Hanscom Park, camera facing east.
Photo #11 of 15 (NE_DouglasCounty_OmahaParkandBoulevardSystem_11)	Hanscom Park, camera facing north.
Photo #12 of 15 (NE_DouglasCounty_OmahaParkandBoulevardSystem_12)	Hanscom Park Pavilion and Lagoon, camera facing south.
Photo #13 of 15 (NE_DouglasCounty_OmahaParkandBoulevardSystem_13)	Hanscom Park, camera facing west.
Photo #14 of 15 (NE_DouglasCounty_OmahaParkandBoulevardSystem_14)	Deer Park, camera facing south.
Photo #15 of 15 (NE_DouglasCounty_OmahaParkandBoulevardSystem_15)	Spring Lake Park, camera facing southeast.

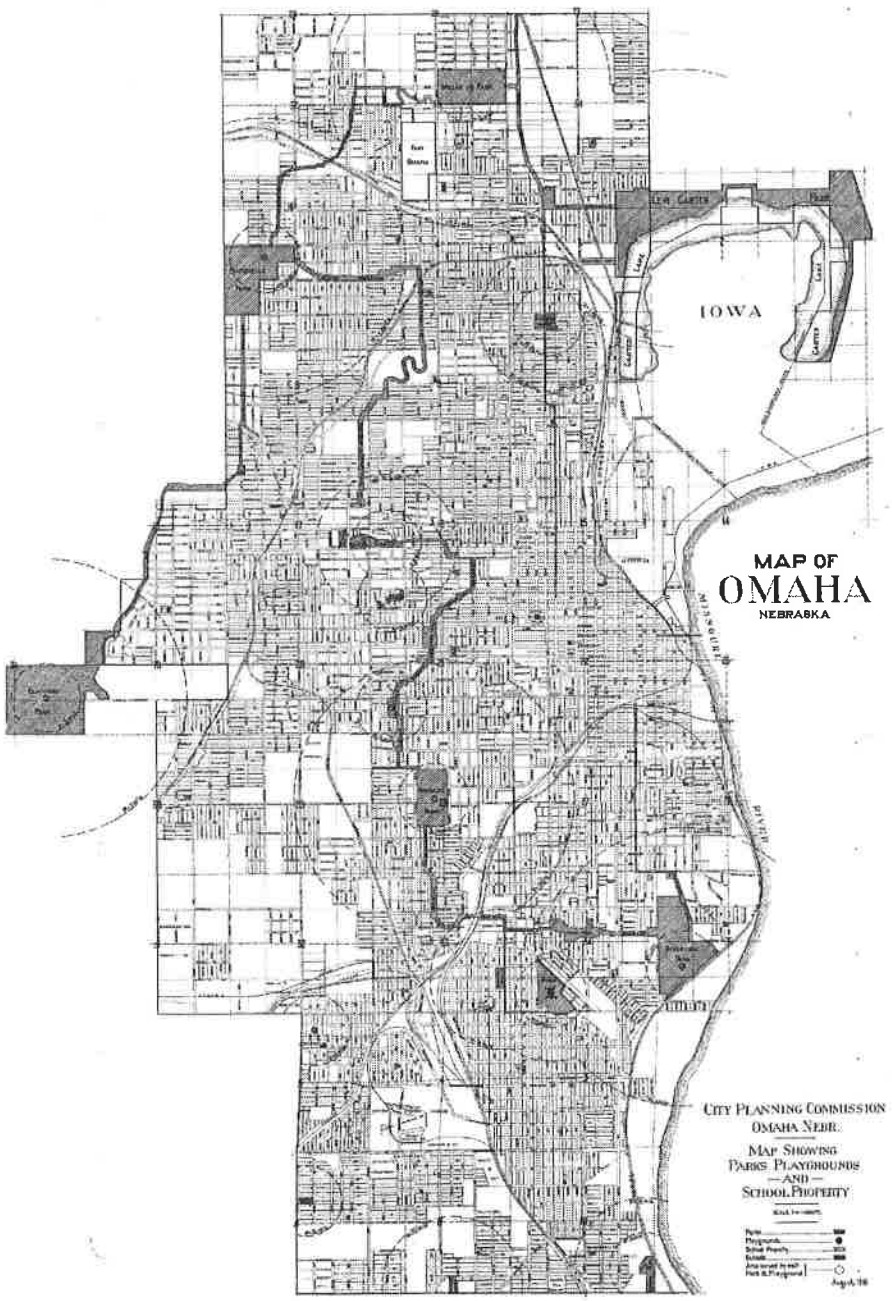


Figure 1: City Planning Commission's 1916 Map of Parks, Playgrounds, and School Property

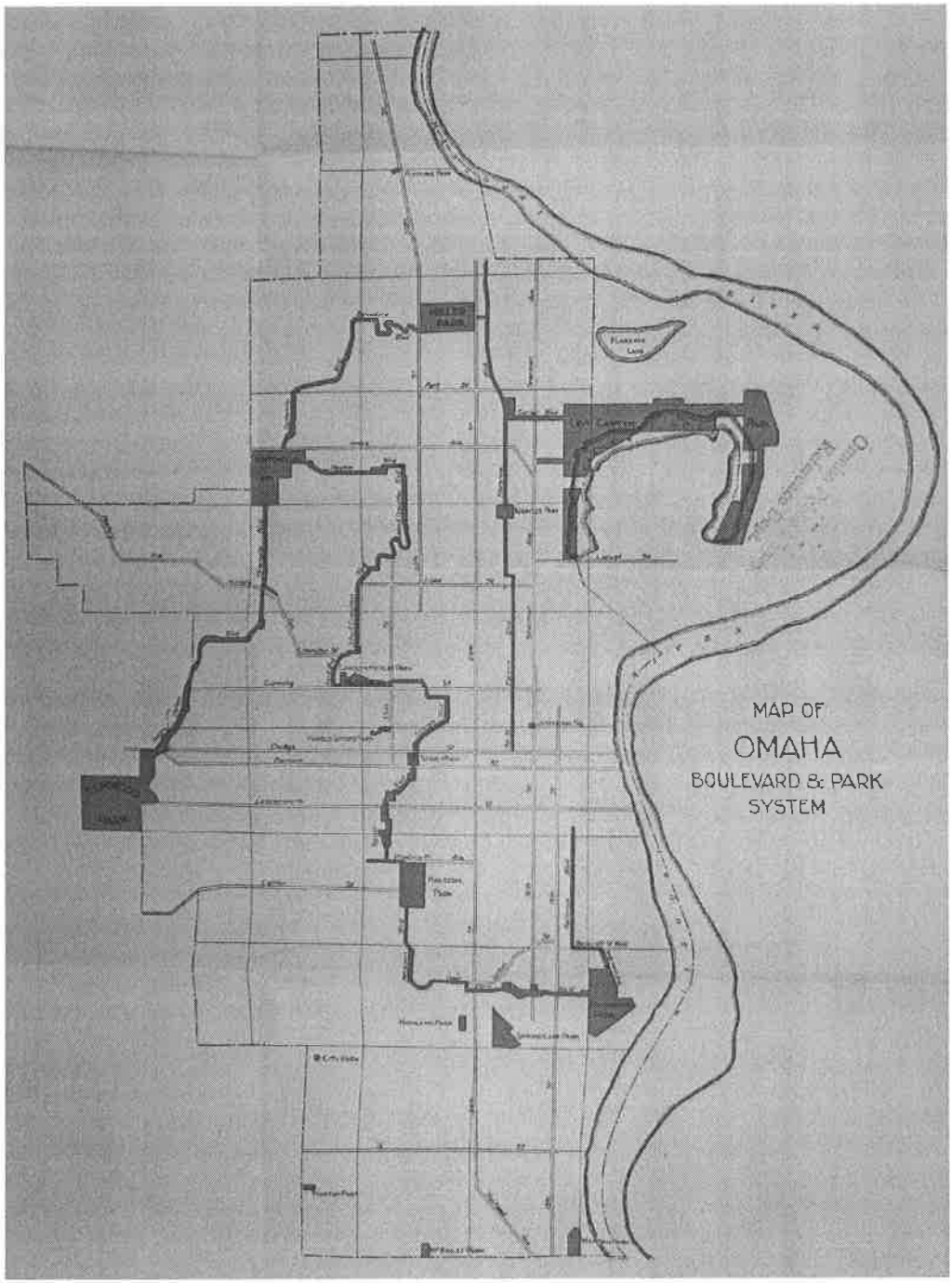


Figure 2: City of Omaha Park Department's 1916 map of the System

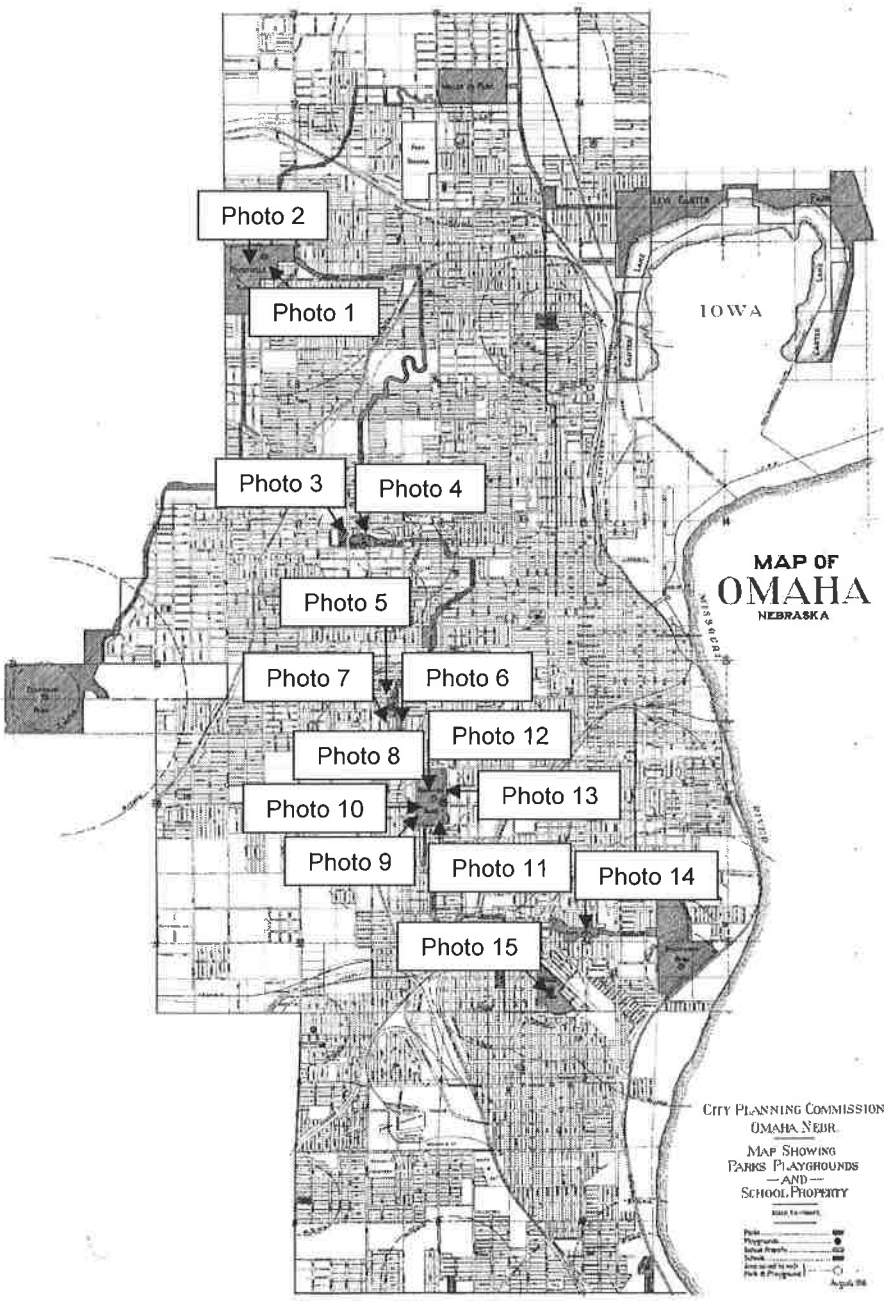


Figure 3: Photo Key

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

IRVINGTON QUADRANGLE
NEBRASKA—DOUGLAS CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

6766 I NW (KENNARD)
6866 IV NW (LOVELAND)
6766 I NE (FORT CALHOUN)
(RALSTON) 6766 II NE
(GRETNA) 6768 II NW
(OMAHA SOUTH) 6868 II NW
6766 I SW (ELKHORN)
(OMAHA NORTH) 6866 IV SW

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography from aerial photographs by photogrammetric methods
Aerial photographs taken 1955. Field check 1956

Polyconic projection. 1927 North American datum
10,000-foot grid based on Nebraska coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 14, shown in blue

Red tint indicates areas in which only landmark buildings are shown

To place on the predicted North American Datum 1983,
move the projection lines 4 meters north and
24 meters east as shown by dashed corner ticks

Revisions shown in purple compiled from aerial photographs taken 1982 and other sources. This information not field checked. Map edited 1984

Purple tint indicates extention of urban area

UTM GRID AND 1984 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

ROAD CLASSIFICATION
Heavy-duty
Medium-duty
Light-duty
Unimproved dirt
U. S. Route
State Route
Interstate Route

NEBRASKA
QUADRANGLE LOCATION

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

IRVINGTON, NEBR.
N4115—W9600/7.5

1956

PHOTOREVISED 1984

DMA 6766 I SE—SERIES V875

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1984

Omaha's Historic Park & Boulevard System
Omaha, Douglas Co., Nebr.

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

RALSTON QUADRANGLE
NEBRASKA
7.5 MINUTE SERIES (TOPOGRAPHIC)

Omaha's Historic Park & Boulevard System
Omaha, Douglas Co., Nebr

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography from aerial photographs by Kelsh plotter
Aerial photographs taken 1955. Field check 1956

Polyconic projection. 1927 North American datum
10,000-foot grid based on Nebraska coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 14, shown in blue

Red tint indicates areas in which only
landmark buildings are shown

To place on the predicted North American Datum 1983,
move the projection lines 4 meters north and
24 meters east as shown by dashed corner ticks

UTM GRID AND 1984 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

20% TOTAL RECOVERED FIBER

SCALE 1:24 000

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

NEBRASKA
QUADRANGLE LOCATION

Revisions shown in purple compiled from aerial
photographs taken 1982 and other sources
This information not field checked. Map edited 1984

Purple tint indicates extention of urban area

ROAD CLASSIFICATION

Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U. S. Route
State Route

RALSTON, NEBR.
N4107.5—W9600/7.5

1956

PHOTOREVISED 1984

6766 II NE—SERIES V875

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1984

ISBN 0-607-35955-0
9780607359565

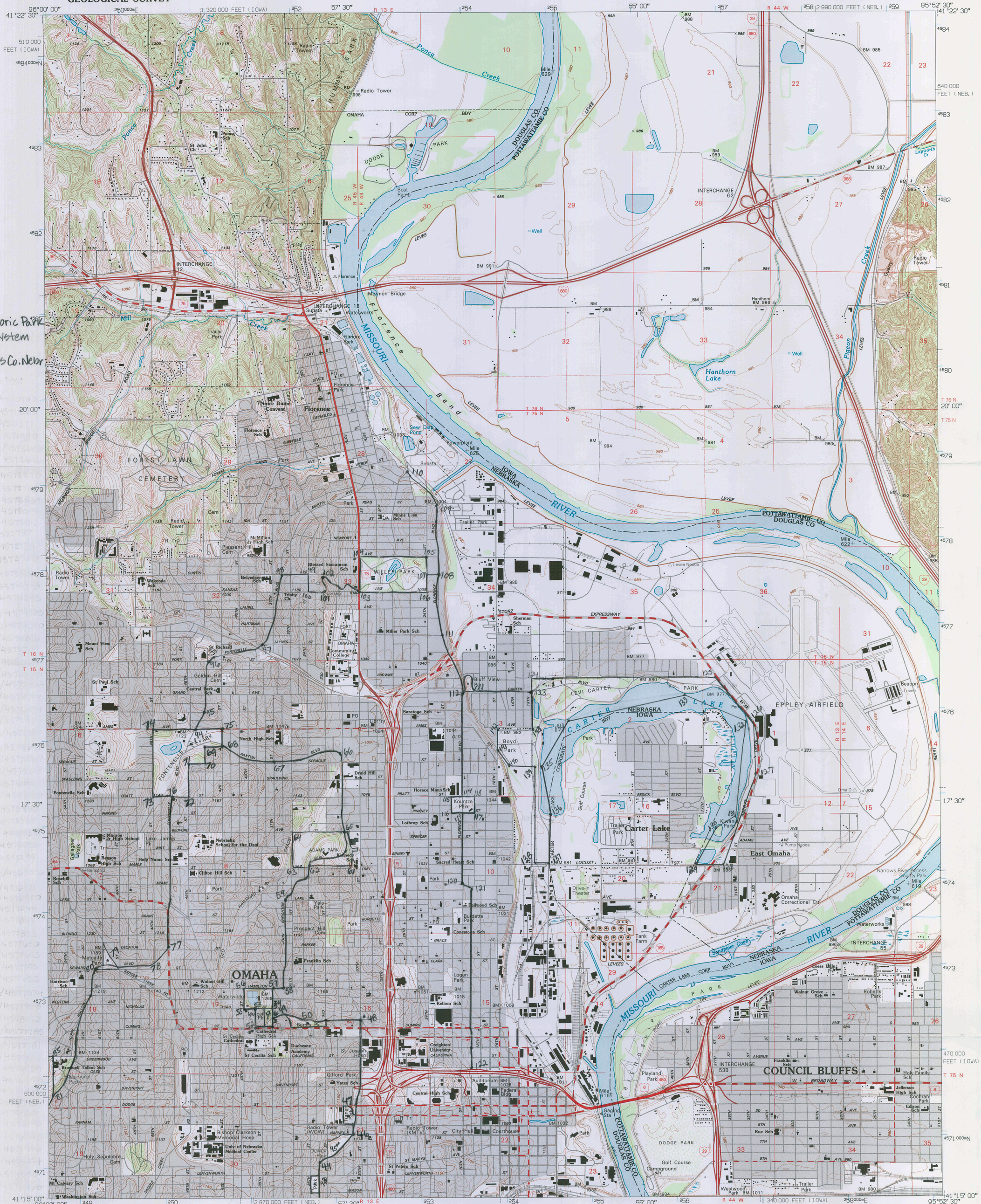
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

OMAHA NORTH QUADRANGLE
NEBRASKA-IOWA
7.5 MINUTE SERIES (TOPOGRAPHIC)

Omaha's Historic Park
& Boulevard System

Omaha, Douglas Co. Nebr

UTM Coordinates:



Produced by the United States Geological Survey

Control by USGS and NOS/NOAA

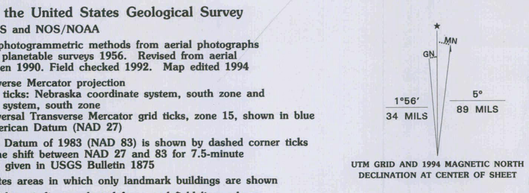
Topography by photogrammetric methods from aerial photographs taken 1952 and planetable surveys 1956. Revised from aerial photographs taken 1990. Field checked 1992. Map edited 1994

Universal Transverse Mercator projection
10,000-foot grid ticks: Nebraska coordinate system, south zone and Iowa coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks, zone 15, shown in blue
1927 North American Datum (NAD 27)

North American Datum of 1983 (NAD 83) is shown by dashed corner ticks
The values of the shift between NAD 27 and 83 for 7.5-minute intersections are given in USGS Bulletin 1875

Gray tint indicates areas in which only landmark buildings are shown

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked



UTM GRID AND 1994 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24000

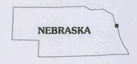
1 .5 0 KILOMETERS 1 2
1000 0 METERS 1000 2000
1 .5 0 1
MILES
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
FEET

CONTOUR INTERVAL 10 FEET
DOTTED LINES REPRESENT 5-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

COMPLIES WITH U.S. GEOLOGICAL SURVEY STANDARDS FOR SPATIAL ACCURACY - CLASS 2

FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
AND IOWA GEOLOGICAL SURVEY, IOWA CITY, IOWA 52240

A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



QUADRANGLE LOCATION

1	2	3
4		5
6	7	8

1 Fort Calhoun
2 Loveland
3 Honey Creek
4 Irvington
5 Council Bluffs North
6 Ralston
7 Omaha South
8 Council Bluffs South

ADJOINING 7.5' QUADRANGLE NAMES

ROAD CLASSIFICATION

Primary highway hard surface
Secondary highway hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U.S. Route
State Route

OMAHA NORTH, NEBR.-IOWA
41095-C8-TF-024

1994

DMA 6866 IV SW - SERIES V875

INTERIOR - GEOLOGICAL SURVEY, RESTON, VIRGINIA - 1995

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

OMAHA SOUTH QUADRANGLE
NEBRASKA—IOWA
7.5 MINUTE SERIES (TOPOGRAPHIC)

6766 I SE (IRVINGTON)

6866 IV SE (COUNCIL BLUFFS NORTH)

Omaha's Historic Park & Boulevard System
Omaha, Douglas Co. Nebr.

OMAHA (CH.) 3.1 MI. 0.6 MI. TO U.S. 6

BLAIR 25 MI. OMAHA (CH.) 0.8 MI.

6866 IV SW (OMAHA NORTH)

1 320 000 FEET (IOWA)

2 990 000 FEET (NEBR.)

96°00′ — 41°15′ — 95°52′30″ — 41°07′30″

R. 13 E. — R. 44 W.

T. 15 N. — T. 14 N. — T. 13 N.

OMAHA — COUNCIL BLUFFS — ASHLAND — WESTLAWN CEMETERY — SOUTH OMAHA — KANE — LEWIS — MAY — GILMORE — HIGHLAND — BELLEVUE — STMARYS

MISSOURI RIVER — POTTAWATTAMIE CO. — DOUGLAS CO. — SARPY CO. — NEBRASKA — IOWA

Mile 615 — Mile 610 — Mile 608+ — Mile 603 — Mile 601

Mason Sch — Park Sch — Mercy High Sch — Beals Sch — Field Club Sch — Comenius Sch — St Joseph Sch — Train Sch — Castelar Sch — Bancroft Sch — Cross Sch — Vinton Sch — Rosewater Sch — Jefferson Sch — Municipal Stadium — South Lincoln Sch — St Rose Sch — Garfield Sch — St Francis Sch — St Stanislaus Sch — South High Sch — Jungmann Sch — Brown Park Sch — Indian Hill Jr High Sch — Corrigan Sch — Ashland Sch — Holy Ghost Sch — St Marys Sch — Highland Sch — Madison Sch — Riverview Sch — Pleasant Hill Sch — Chandler Sch — West Side Sch — Lilley Sch — Gilmore Junction — Rumsey — Jewell Sch — Bellaire Sch — Central Sch — St Mary Sch — E Ward Sch — Betz Sch — Bellevue — Capehart — Anderson Grove Ch — Ft Crook — Avery — Riverview Park — Radio Tower — Trailer Park — Golf Course — Water Tanks — Bellevue Cem — Laurel Hill Cem — St Johns Cem — Beth Hamedrosh Hagodel Cem — Graceland Park Cemetery — St Mary Magdalene Cem — Bohemian Cem — St Marys Cemetery — Hitchcock Park — Christie Heights Park — Morton Park — Upland Park — McKinley Park — Meridian Park — Heber Park — Brown Park — Jewell Park — Substation — Pits — Levee — Athletic Park — Park — Golf Course — Trailer Parks — Veterans Hospital — County Hospital — St Catherines Hospital — St Josephs Hospital — Country Club — Municipal Pier — Radio Tower — Water Tanks — City Hall — Post Office

OMAHA CITY BOUNDARY — DOUGLAS CO. SARPY CO. — COUNCIL BLUFFS CITY BOUNDARY

2 MI. TO JUNC. INTERSTATE 29 & 80 — 6 MI. TO U.S. 6 VIA I-480

LINCOLN 11–180 49 MI. 4.8 MI. TO INTERSTATE 680

FREMONT 34 MI. 4.7 MI. TO NEBR. 38

RALSTON 17 MI.

PAPILLION 2.5 MI.

GRETNA 13 MI. 8 MI. TO INTERSTATE 80

12 MI. TO IOWA 192 GLENWOOD 18 MI.

6766 II NE (RALSTON)

6866 III NE (COUNCIL BLUFFS SOUTH)

(CEDAR CREEK) 6766 II SE

(PACIFIC JUNCTION) 6866 III SE

4570000m N. — 460 000 FEET (IOWA) — 590 000 FEET (NEBR.) — 560 000 FEET (NEBR.) — 420 000 FEET (IOWA)

249000m E. — 2 970 000 FEET (NEBR.) — 1 340 000 FEET (IOWA) — 258000m E.

(PLATTSMOUTH) 6866 III SW

SCALE 1:24 000

1 MILE — 7000 FEET — 1 KILOMETRE

CONTOUR INTERVAL 10 FEET
DOTTED LINES REPRESENT 5-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

UTM GRID AND 1975 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET
GN — MN — 1°56′ 34 MILS — 7½° 133 MILS

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography from aerial photographs by photogrammetric methods and by planetable surveys 1956. Aerial photographs taken 1952

Polyconic projection. 1927 North American datum
10,000-foot grids based on Nebraska coordinate system, south zone, and Iowa coordinate system, south zone
1000-metre Universal Transverse Mercator grid ticks, zone 15, shown in blue

Red tint indicates areas in which only landmark buildings are shown

Revisions shown in purple compiled from aerial photographs taken 1969 and 1975. This information not field checked

Purple tint indicates extension of urban areas

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
AND BY THE IOWA GEOLOGICAL SURVEY, IOWA CITY, IOWA 52240
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

NEBRASKA — QUADRANGLE LOCATION

ROAD CLASSIFICATION
Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
U.S. Route — State Route
Interstate Route

OMAHA SOUTH, NEBR.—IOWA
N4107.5—W9552.5/7.5

1956
PHOTOREVISED 1969 AND 1975
AMS 6866 III NW—SERIES V875

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1977