

Midtown Survey Final Report

**Kansas City, Jackson County, Missouri
1981-85
(Reprint 2008)**

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For the Kansas City, Missouri Landmarks Commission**

PREFACE

The original survey report was scanned and OCR recognition was used to transfer this report into a Word Document. None of the text was changed for this reprint, though the layout and page numbers have changed. New maps were made to show the location of the survey and the survey boundaries since the original maps were lost.

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MIDTOWN SURVEY

I. Introduction

The survey of Kansas City's Midtown District began in March, 1981 and was completed in July, 1985. The survey was funded by the City of Kansas City, Missouri with grant assistance from the Missouri Department of Natural Resources, Division of Parks and Historic Preservation.

The survey was conducted by Sherry Piland, Chief Researcher for the Landmarks Commission of Kansas City, Missouri. Ellen J. Uguccioni, formerly Assistant Administrator of the Landmarks Commission, assisted in the research and preparation of inventory forms.

II. Survey Boundaries

The survey area consisted of an approximately 5 ½ square mile area extending from 15th Street on the north to 31st Street on the south, and from Troost on the east to the Southwest Trafficway on the west.

III. Survey Methodology

A. Maps

The area was divided into four sections, and a mylar map was prepared for each section. The mylar maps were refined from Water Department maps. Corrections to the initially prepared maps were made as field work progressed. Eventually, each map was keyed to construction periods.

B. Photography

An individual photograph of each structure was made using a 35 mm camera and Kodak Panatomic-X black and white film. Contact sheets are keyed by sheet number and exposure number and then identified as such on the individual inventory sheets.

C. Primary Source Materials

The location for our primary source materials are as follows:

- 1) *City Hall, Kansas City, Missouri* - 414 East 12th Street.
This is the repository for water and building permits. Kansas City Atlases for 1886, 1891, 1907 and 1925 are also located here.
- 2) *Missouri Valley Room, Kansas City Public Library*, 311 East 12th Street. This local history room of the main branch of the Kansas City Public Library is the repository of city directories, newspaper clippings, copies of the *Western Contractor* (a construction trade journal), and numerous other local history books, scrapbooks, photograph collections, and files.
- 3) *Western Historical Manuscript Collection*, University of Missouri-Kansas City, 51st and Rockhill Road. This collection includes the floor plans and elevations for numerous Kansas City buildings. Other valuable local history material is also included in the collection, such as the J. C. Nichols Company scrapbooks.
- 4) *Jackson County Historical Society Research Library*, Independence Square Court House, Independence, Missouri. This collection is useful only on a limited basis. Of occasional use are the Clifton Sloan and the Albert Schoenberg collections.
- 5) *State Historical Society of Missouri*, Hitt & Lowry Streets, Columbia, Missouri. Included in this collection are several issues of *Kansas City Architect and Builder* that have not been located elsewhere.

In preparing inventory sheets, we begin with water and building permits. Information from these sources is verified and/or expanded by the use of city directories and newspaper clippings. If an architect has not been determined at this point, the *Western Contractor* or newspaper sources are checked close to the date indicated by the building permit. At a minimum, we try to ascertain the original occupant of residential property and the original tenant of commercial buildings.

D. Site Visits

In order to fully understand the present condition of a building, and to assess its integrity (i.e., whether there have been significant alterations and/or additions), it is necessary to conduct a site investigation of every structure within the district.

E. Completion of Missouri State Historic Preservation Inventory Sheets.

These inventory sheets have been slightly modified by the Landmarks Commission office in order to better provide the information that we find most beneficial, however, all the essential information remains. The known history of a building is summarized, an architectural description is written, and the sources of information are provided. Each inventory sheet is keyed for its location on the mylar base map by block number, and then by letter. Each sheet is accompanied by a photograph, which in turn is keyed to a negative file.

F. Computer Component

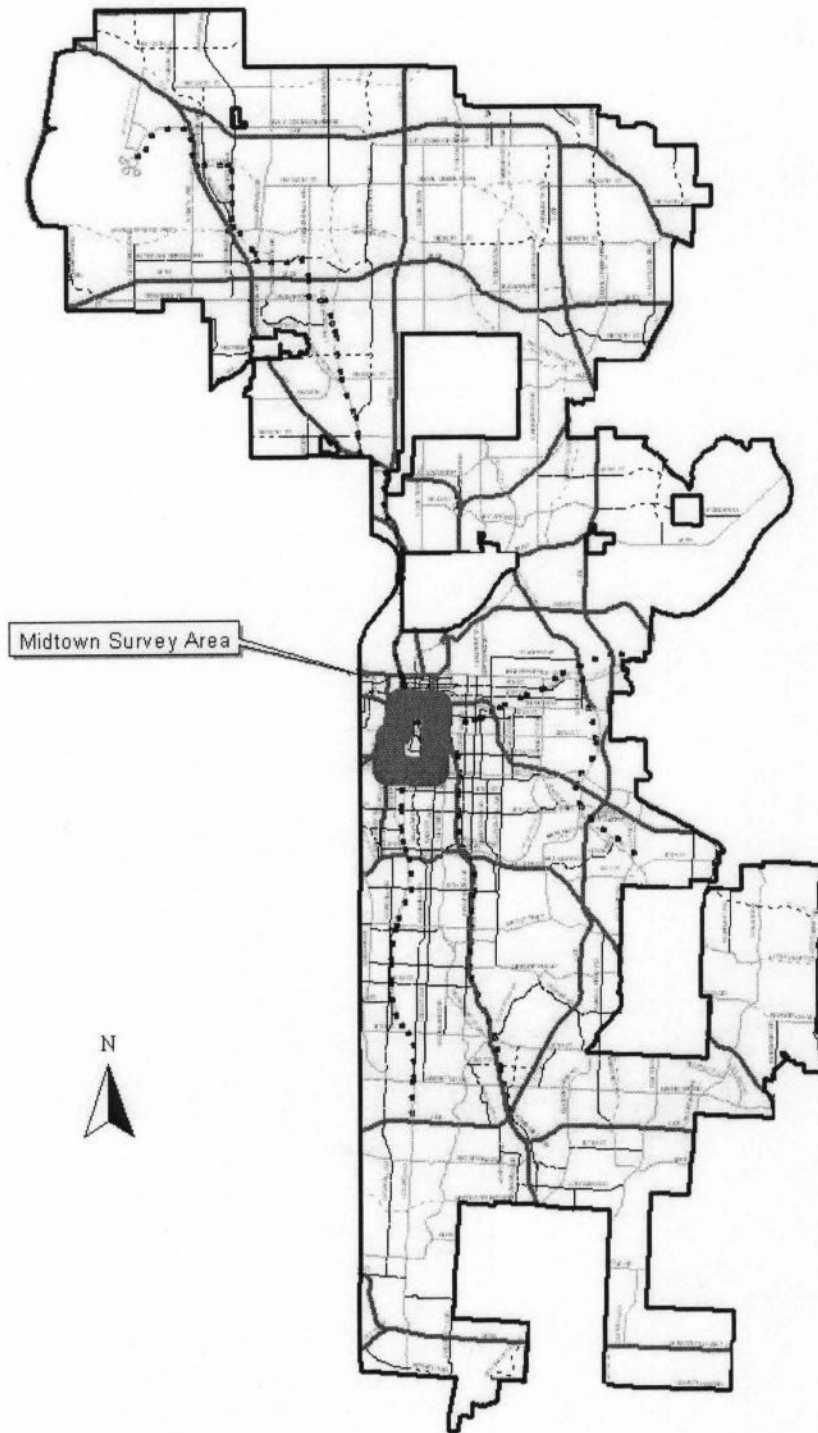
All of the basic information about a building such as address, architect, building, date, number of stories, building type, etc.) is entered into a computer. This makes it possible to retrieve specific information with ease - such as, "all the works of John McKecknie in the Central Business District", or "all buildings over 10 stories in height erected after 1950." An adjunct to the computerization of the inventory information is the compilation of a "Directory of Architects" who have worked in the surveyed area. This serves as an aid in the retrieval of certain kinds of information.

G. Re-evaluation

As new information is obtained, information on the inventory sheets is expanded or altered to reflect additions, alterations, and demolition. The computer files are also updated and the mylar maps are revised to reflect the current status of buildings within the surveyed district.

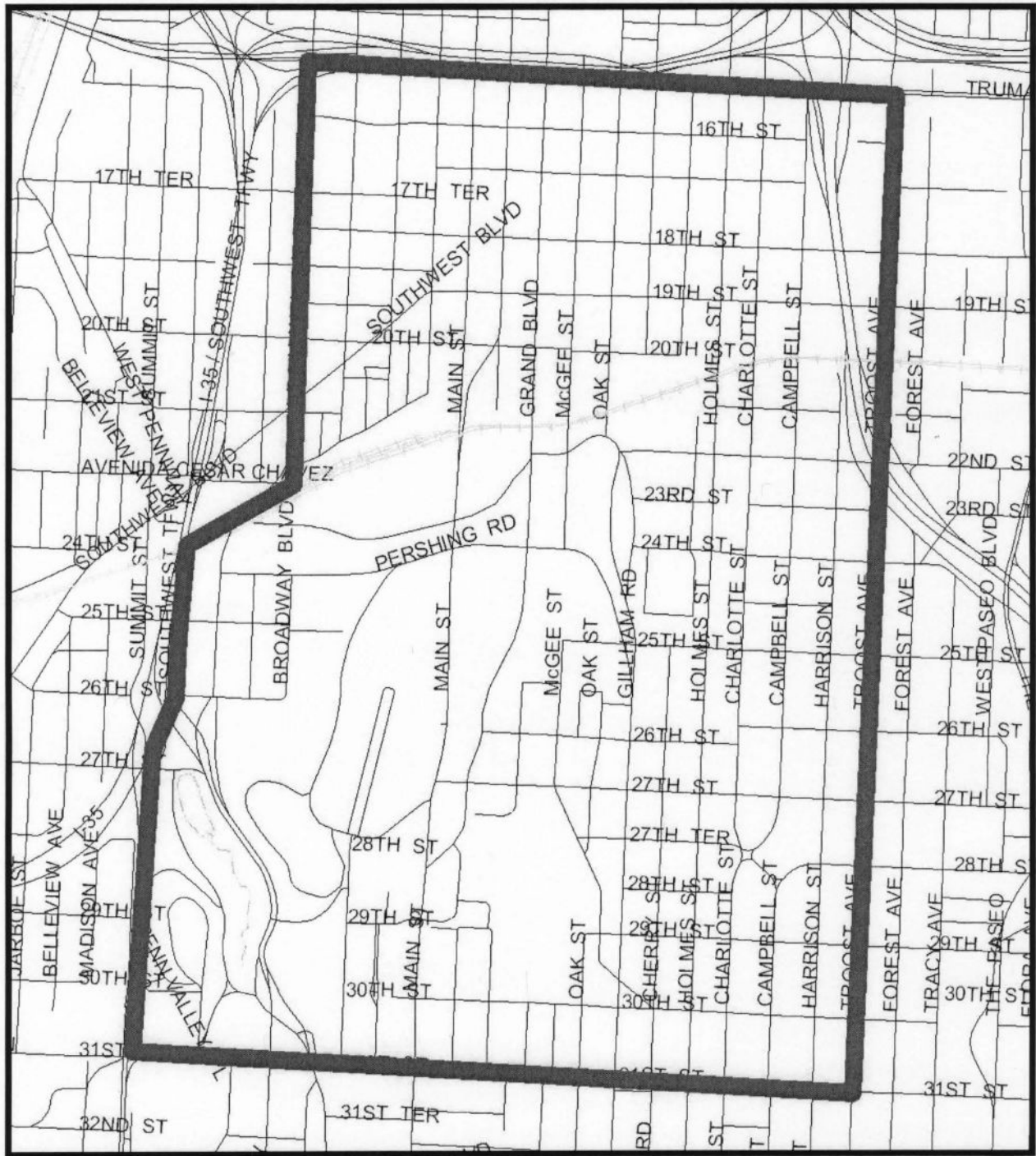
H. Analysis of Information

A summary history of the surveyed district follows. The individual inventory sheets and their accumulated data and computerized lists of specific information, have been used to relate individual buildings to the overall development of the district. The historic analysis is organized in chronological order by decades. A brief history of metropolitan Kansas City is provided followed by a general discussion of the architectural preferences of each period. A discussion of how those general trends are evidenced in the surveyed district follows, correlating the specific history and architecture within the broader historical and architectural context.



Midtown Survey Location Map

Note: not part of original survey report. Part of 2008 reprint.



Midtown Survey Boundary Map

Note: not part of original survey report. Part of 2008 reprint.

MIDTOWN OVERVIEW

The Midtown District of Kansas City, Missouri consisted of 1,588 buildings at the time the survey of the area was completed in July, 1985. This is a diverse segment of the city and can be divided into several components:

I. COMMERCIAL

The area from Truman Road to the Terminal Railway tracks (approximately 23rd Street) is primarily commercial and developed as the city expanded and the downtown commercial district gradually grew to the south. There are only a few structures left that recall the former residential nature of this area. A school at 1514 Campbell offers visible proof that the area was once populated with families and children. The emphasis in this commercial area is not on offices and retail shopping, as in the Central Business District, but on warehouses and smaller businesses and services. Certain business interests tended to group together, for we find a concentration of buildings related to the film industry in an area bounded by Baltimore Avenue and 17th, 18th and Wyandotte Streets. There was a concentration of automobile related businesses grouped along McGee Street between 15th and 20th Streets. The construction of Union Station, beginning around 1907, spurred the growth of the southern portion of this commercial area and was responsible, indirectly, for the construction of several small hotels in the area of 20th and Main Streets.

II. RESIDENTIAL

The majority of residential structures in the Midtown District (single family and apartments) are located in the area between 25th and 31st Streets, from Walnut' to Harrison. Much of this area was developed in fairly large sections by local builders (including N.W. Dible, A.J. King, and E.W. Hayes) between 1907 and 1915. Within this residential area are churches, schools and neighborhood stores. A smaller residential area is located in an area between 18th and 20th Streets, from Washington to Broadway. Before the construction of the Crosstown Freeway began in 1961, the area would have been the southern termination of the Quality Hill neighborhood.

III. PARKS AND BOULEVARDS

The first property to be acquired for park purposes by the city was a block of land bounded by 18th, 19th, Holmes and Cherry Streets. This parcel was obtained in 1896, the buildings occupying the site were removed, and the land surface was leveled. Walkways and landscaping were then provided, a stone shelter house was constructed, and the park was named Holmes Square. The area became increasingly commercial over the years and the park was used less frequently. In 1961 the block was sold to the Kansas City Power and Light Company, who erected a substation there in 1968-69.

Another of Kansas City's early parks and one of the largest, Penn Valley Park, is located between 26th and 31st Streets, from Wyandotte to Summit. This 130 acre park was created around what had become known as the "Penn Street ravine." In 1893, when the ravine was recommended for inclusion in the park and boulevard system, 295 modest houses and nine store buildings were scattered on the property. A few unpaved streets intersected the area and board walks were used to span the gullies. After the Park Department gained possession of the ravine, the buildings were sold at auction. Development of the rugged land into a park included the creation of a small lake and three miles of macadam drives.

After the site for the Union Station at Main & Pershing Road was selected in 1906, civic leaders began suggesting a civic center in the station's vicinity. A collection of important buildings, such as an auditorium, art gallery, science museum, and library was seen as a way of advising visitors that Kansas City was a vigorous and progressive

city. Although the civic center never materialized, construction of the Liberty Memorial just south of Union Station was undertaken between 1926 and 1935.

Hawthorne Park was acquired by the Park Department in 1901. This 2 ½ acre park is bounded by 26th and 27th Streets, Gillham Road and Cherry Street.

IV. HOSPITALS

Two large hospital complexes are located in the Midtown District. Both are located on high elevations, once considered important for providing access to pure air.

Construction of General Hospital at 2315 Locust began in 1905 and the hospital opened in 1908. The hospital was enlarged numerous times. Other health related facilities were erected on adjacent properties over the years, including: German Hospital (demolished in 1977), Research Training School for Nurses, the Psychiatric Receiving Center, General Hospital No. 2, and Children's Mercy Hospital.

Another complex of hospital buildings evolved in the area just south of the Liberty Memorial, beginning in 1909. St. Mary's Hospital was founded at 28th and Main Streets that year. The following year Penn Valley Hospital was constructed at 29th and Wyandotte Streets. It became the Swedish Hospital in 1911 and in 1921 the name was changed to Trinity Lutheran Hospital. Both hospitals have undergone numerous expansions and medical-related buildings have been constructed on adjacent properties. Now these buildings occupy practically the entire area bounded by 28th, 31st, Main and Wyandotte Streets.

V. CROWN CENTER REDEVELOPMENT AREA

When Main Street was cut south of Pershing Road in 1910-12, it left a limestone hillside that because of the protrusion of billboards it attracted became known as "Signboard Hill."

Hallmark Cards, Inc. had maintained their headquarters in this area since 1923 and viewed "Signboard Hill" as an important area for revitalization because of its proximity to their company, to downtown, and to the two midtown hospital complexes. In 1967 plans were announced for the redevelopment of this area by the Crown Center Redevelopment Corporation, a wholly-owned subsidiary of Hallmark Cards, Inc.

The redevelopment plan envisioned a model urban community containing apartments, offices, hotels, parking, and shopping areas. The 85-acres included in the plan were to be developed in four phases over a fifteen year period, with completion anticipated for 1983. As construction progressed, the plan was modified, scaling down the residential component. However, as the area matured, it had a ripple effect resulting in the improvement of residential areas outside, but adjacent to, the redevelopment plan boundaries.

HISTORICAL ANALYSIS

MIDTOWN SURVEY

The following historic analysis is organized in chronological order. A brief history of metropolitan Kansas City is provided, followed by a general discussion of the architectural preference of each period. A discussion of how those general trends are evidence in Kansas City's Midtown District follows, correlating the specific history and architecture within the broader historical and architectural context.

I. Founding of Kansas City to 1869

A. History

Kansas City had its genesis as a river landing and its early history is closely allied to that of the town of Westport which was approximately four miles south of the river. The river landing, located at the north end of what is now Grand Avenue, was the transfer point for the shipping and receiving of goods between Westport and St. Louis and points further east. After supplies arrived at the river landing, they were then transported by wagon to Westport, a principle outfitting center for wagon trains embarking on the Santa Fe Trail.

Kansas City was laid out in 1838 by a Town Company of 14 men, which included some Westport businessmen. The first plat was filed the following year. The city formed around the original river landing, with most of the commercial buildings sited along the levee.

Traffic in both Westport and the fledging Kansas City increased when the United States became involved in a conflict with Mexico in 1846 and when gold was discovered in California in 1849. These circumstances resulted in a need to provide more supplies to these westward moving citizens, which in turn increased the commercial activity at the river landing. The river landing gradually eclipsed Westport as a supply source. After 1856 the outfitting of west-bound caravans was concentrated at the river front town rather than at Westport.

Even though the river was the primary reason for the establishment of Kansas City, by 1855 a concerted effort was underway to attract railroad service to the city. These efforts were delayed by the financial crash of 1857 and by the outbreak of the Civil War.

The Civil War directly impacted Kansas City when a major battle was fought on the outskirts of the city in what is now known as Loose Park. The conflict also had a less direct impact on the city as it slowed its growth, caused a loss of population, and instigated a decline in the maintenance of buildings.

Following the war, the efforts to bring railroad service to Kansas City escalated and were finally successful. The erection of the Hannibal Railroad Bridge, the first bridge to span the Missouri River, ensured that rail traffic would eventually replace

river traffic. Boston investors were instrumental in securing the Hannibal Bridge for Kansas City, and investors from the east coast over the years continued to find Kansas City an attractive investment opportunity.

The railroads made possible Kansas City's preeminence as a center for agricultural related businesses, and was a factor in determining the location for commercial and industrial architecture.

During this period Kansas City evolved from a frontier village to a municipality with the establishment of a fire department, a Board of Education, and a gas works.

Significant Events/Milestones

- 1845 - establishment of a post office
- 1848 - population of 700
- 1857 - population of 5,000
- 1858 - establishment of first daily paper, Kansas City Journal
- 1859 - City limits extended south to 20th Street 1864 - Civil War Battle of Westport
 - Railroad line between Kansas City and Lawrence completed
- 1865 - Kansas City's population reaches 10,000
- 1867 - Establishment of the First National Bank (instrumental in financing livestock business)
 - Organization of a Board of Education
- 1869 - First grain elevator erected in Kansas City
 - Board of Trade organized
 - Hannibal Bridge opens

B. Architecture

The earliest documented structures in Kansas City reflected the frontier nature of the early settlement and consisted primarily of simple, utilitarian frame structures. Some commercial buildings were erected of masonry and were seldom over four stories tall.

During the last third of the 19th century, cast iron became a popular construction material. Cast iron was used both structurally (in columns and girders) and decoratively.

Brick corbelling was a popular technique for adding embellishment to an otherwise unornamented facade. Italianate influences are common during this period as evidenced by the use of tall, narrow, pedimented window openings, decorative cornice lines, and heavy brackets.

Since Missouri did not regulate architectural practice until 1941, many of the persons involved in the construction of buildings prior to that time simply bestowed upon themselves the title "architect." This was especially true in the late 19th century and the first decade of the twentieth century. Often those assuming that title had gained experience as realtors, carpenters, and contractors.

Asa B. Cross is considered to be Kansas City's first professional architect, and his designs reflected a sophistication that reveals some prior training. Cross came to Kansas City from St. Louis in 1858, and initially entered the lumber business. By 1868, and possibly earlier, he was also providing architectural services. The 1868 rebuilding of the Pacific House Hotel (401 Delaware) is attributed to him.

C. Midtown Correlations

During this period, the area we know today as the Midtown District was simply land through which trails passed connecting the river landing to the town of Westport. By the end of 1858 a trail that roughly corresponds to today's Grand Avenue was the principal road between the two early settlements.

The section of Midtown District between today's Fifteenth Street (Truman Road) and 20th Street was incorporated into the city limits of Kansas City in 1859.

No buildings exist from this period of the Midtown District's history. Only Union Cemetery remains as a tangible element from this time period. Union Cemetery, originally comprised of 49 acres, was incorporated in 1857. Its name was derived from its location midway between Kansas City and Westport.

II. 1870-79

A. History

By this decade, Kansas City was secure as a railroad center with major connections through the Missouri Pacific, Union Pacific and Burlington lines. The railroads concentrated their operation in the flat land near the convergence of the Kaw and Missouri Rivers, an area which became known as the "West Bottoms." That drew commerce to the area that depended on rail traffic: the stockyards and packing plants.

Growth escalated in the grain trade, livestock markets, and in real estate. In the first half of this decade growth was uneven. A financial panic affected the city between 1873-75, corresponding to a general depression in the east. Growth resumed after 1875, as evidenced by the construction of the Stock Yards Exchange Building (1876), the Board of Trade Building (1877), Union Station (1877-78), and the Federal Court Building/Post Office (1879). Ten additions to the city were platted between 1873-76, but 13 new additions were platted in 1879 alone.

As Kansas City's population grew, the city expanded southward, away from the riverfront. The establishment of streetcar lines aided the spread of the city to the south and east, and by 1873 the city limits had reached 23rd Street on the south, and Woodland on the east,

Significant Events/Milestones:

1870 - stock yards constructed

- establishment of Plankinton & Armour Packing Plant

- population of 32,226

1871 - Coates Opera House opens

1872 - jail and hospital erected

1873 - National Water Works Company of New York granted a franchise to supply the city with water for 20 years

1879 - Kansas City telephone exchange established

B. Architecture

Nine architects are listed in the 1870 City Directory Asa B. Cross continued to be the most prominent of the local architects. Among his important works during this decade were: Union Station (1876, now demolished) and St. Patrick's Church (c.1878) at 300 Cherry.

Architectural designs became increasingly sophisticated during this decade. Italianate-inspired designs continued to be popular. The Second Empire style with its “trademark” mansard roof enjoyed a popularity as well.

C. Midtown Correlations

No buildings are extant from this period in the Midtown District.

III. 1880-89

A. History

This decade was one of major growth for Kansas City - evidenced by a growth in population, expansion of boundaries, a construction boom, and the advent of numerous civic improvements. The population increased from 55,000 in 1880 to 133,000 by 1890. The street car lines rapidly expanded, encouraging movement within the city and making the development of outlying and newly annexed areas possible. In 1880 alone, 27 new additions were platted. The last portion of the Midtown District, lying between 23rd and 31st Street was incorporated into the city limits in 1885. The business center moved south from the original commercial area near the river to the area of 9th Street and Main.

Packing plants, an important Kansas City industry since the 1870's, continued to expand. By 1885 the city was the second largest packing center in the country. Kansas City was also the country's largest distribution point for agricultural implements. As the pivotal point of 5,000 miles of railroad lines, it became the wholesale and jobbing center of the Midwest.

From 1886 until a collapse in mid-1888, Kansas City experienced a phenomenal real estate and construction boom. This boom was stimulated to a large extent by outside investors, especially from the east coast who included: the Thayers of Boston, the Pennsylvania Investment Company, and the family of Charles Francis Adams. An estimated \$15 million from Boston was invested in 1886-87, principally in real estate. In April of 1888, before the collapse of the real estate boom, 3,000 buildings were under construction.

Significant Events/Milestones:

1880 - flood in the West Bottoms

- first issue of the Kansas City Star

- population of 55, 000

1881 - Kansas City Star begins agitation for a Park and Boulevard system

1882 - Kansas City Club organized

1883 - first electric light plant

1885 - 9th Street Cable incline built

1887 - first Priest of Pallas Carnival

- Commercial Club (forerunner to the Chamber of Commerce) organized

1889 - name changed from City of Kansas to-Kansas City

B. Architecture

The decade of the 1880's was architecturally important to the city. A construction boom drew professionally trained and competent architects to the city, who designed buildings of increasing complexity and sophistication. The number of architects working in Kansas City tripled in the five years between 1884 and 1888 (from 22 to 65). This 19th century peak in the number of practicing architects was not reached again until 1904-05.

The architecture of the period was characterized by the frequent employment of Romanesque Revival elements such as massive low arches that expressed solidity and strength, the eclectic use of detail and ornamentation, and an innovative juxtaposition of materials for a variety of effects.

C. Midtown Correlations

When the Midtown District survey was completed there were approximately 90 extant buildings from this decade. The oldest buildings in the Midtown District are residences located at 1656 Broadway (rear) and at 2300 Troost. The house on Broadway (ca.1881) is unfortunately obscured from commercial building placed in front of it. The 2 ½ story brick residence at 2300 Troost was built ca. 1883.

The earliest identified building in the Midtown District to have been designated by an architect is Webster School, 1644 Wyandotte. The architect, Manuel Diaz, served as School Board architect from April of 1884 to April of 1887. The school, with Romanesque Revival elements, was listed in the National Register of Historic Places on Sept 2, 1982. The school would have served a viable residential community, as it was enlarged in 1887.

Cable railways operated good routes from the Central Business District southward during this decade, promoting the development of residential areas in the Midtown District, especially those close to Main Street and Troost Avenue. The Kansas City Cable Railway opened a line on Troost Avenue from 8th Street to 33rd Street in 1887. The Grand Avenue Railway received a franchise in 1886 to run a cable car line south from the city market area along Grand Avenue and Main Street to Westport (40th Street). Their subsidiary, the Holmes Street Railway, opened a line from 15th Street south to 31st Street via Holmes Street in 1889. The power house for this line is the building at 3046 Holmes.

The convenience of cable car transportation was likely a consideration in J.M. Courtney's decision to build five houses on the east side of the 2500 block of Holmes and six houses on the west side of the 3000 block of Grand in 1889. Courtney, a builder, used a similar design for all these two-story, brick residences. The earliest extant apartment building in the district, 5-13 East 29th Street (1889), was also adjacent to the cable car lines running on Main Street.

Commercial areas in the Midtown District would have developed first along Main Street and Grand Avenue, the main routes leading from the riverfront to Westport. Two commercial buildings date from c.1884 (1828-30 Main and 1529 Grand Avenue) but have been radically altered. The earliest commercial buildings in the Midtown District that still convey their era of construction date from 1887 and are located on the 300 block of Southwest Boulevard. These two-story, brick storefronts feature cast-iron columns.

Southwest Boulevard is an unusual aberration in the basic grid street pattern of the Midtown District. It runs at an angle southwesterly from 19th Street and Baltimore to beyond the state line. Southwest Boulevard served as the main link between Kansas City, Missouri and Rosedale, Kansas (which had been platted in 1872). The road was angled to follow the Turkey Creek valley, this road was also known as the "Rosedale Road" and as the "Kansas City Boulevard."

IV. 1890-1899

A. History

Although the economy of Kansas City was depressed (especially during the first half of this decade) and building activity was minimal, the city continued to experience important municipal growth. The need for a park system was recognized, and after overcoming some legal obstacles, development of a “first class” system began.

Kansas City’s prominence as a rail center was secured. In 1897, 400 trains arrived and departed daily on 26 lines.

A major annexation in 1897 extended the city limits south to 49th Street. Kansas City grew in total area from almost 13 square miles in 1890 to over 25 square miles by 1900.

Significant Events/Milestones:

1890 - population of 133,000

1891 - new City Hall built at 4th & Main

1895 - population of 165,000

1896 - Swope Park donated to the City

1897 - Westport annexed to Kansas City

B. Architecture

Chicago became a major influence on Kansas City architecture in the late 1890’s. The architecture of the Columbian Exposition, held in Chicago in 1893, spurred interest in the Beaux-Arts style and in the City Beautiful movement. As a result, buildings were monumental in scale and replete with lavish classical ornamentation. White stone, marble, or glazed brick were popular building materials used to contrast with bronze or brass decorative elements.

Romanesque revival elements continued to be used, especially in utilitarian buildings, such as warehouses. The Queen Anne style was prevalent in residential design, featuring a variety in texture and materials; a complexity of shapes and roof lines; and a free use of ornamental detailing.

C. Midtown Correlations

When the Midtown District survey was completed there were approximately 160 extant buildings from this decade.

Work on Kansas City's park and boulevard system began in the late 1890's. One of the first parks was developed in 1896 on the block between 18th and 19th Streets, Cherry to Holmes. A larger park of approximately 130 acres, Penn Valley Park, was developed on rugged and hilly ground in the area between 26th and 31st Streets, Wyandotte to Summit.

Because the commercial portion of the Midtown District developed to serve a different function from the Central Business District, the Beaux-Arts influence is not seen here. However, the Romanesque Revival continued to exert an influence, especially in buildings such as warehouses. A good example of this style in the Midtown District is the Western Storage and Warehouse Company at 2100 Walnut.

One of the largest warehouses in the District was constructed in 1899-1900 at 1601-15 Walnut for the Emery, Bird and Thayer Company. Van Brunt and Howe were the architects.

In 1834 the Rev. James Porter moved from Tennessee to Kansas City. Through a government land grant and later purchases, he accumulated a plantation of 365 acres, extending from Charlotte Street to The Paseo and from 23rd to 31st Streets. All that portion of the acreage lying west of Troost is now part of the Midtown District.

Descendants of the Rev. Porter became active in real estate and included: W. Ewing Hall, J. Lee Porter, Porter T. Hall, Jessie L. Porter, and James B. Porter. Over the years they operated as realtors under various names: Porter T. Hall Inc.; Porter, Hall & Porter; Porter Brothers; and Hall & Porter Brothers.

In 1899 a portion of the original Porter estate that had been used for many years as pasture (lying between 27th and 29th Streets, Harrison and Charlotte) was platted as the Hill Crest Addition. George Kessler, landscape architect for the Board of Park and Boulevard Commissioners, and Stephen A. Mitchell laid out the subdivision. They avoided the regular street grid pattern and allowed the streets to curve in order to follow the natural topography. Two circular pieces of ground, dedicated to public use, are sited in traffic circles where the curving streets intersect. Most of the construction in this subdivision occurred in the first two decades of the 20th century.

Just to the south of the Hill Crest subdivision is the Beacon Hill Park subdivision which was platted in 1887. Many of the residences in this subdivision were constructed in the 1890's and many exhibit Queen Anne stylistic elements (2832, 2839, 2900, 2906, 2910, and 2914

Campbell; 2815, 2817, 2822, 2825, 2828, 2900, 2904, 2912, and 2915 Charlotte; and 2832 Harrison).

An especially noteworthy residence of this period is the Frank P. Burnap residence at 2924 Harrison, constructed in 1896. Burnap was the founder of the F.P. Burnap Stationery and Printing Company and was a noted collector of antique English pottery. The large 2 ½ story brick residence features a variety of ornamental elements and ornate dormer treatment.

Several other residences from this decade are scattered throughout the southern portion of the Midtown District. Several houses in the present day Union Hill Redevelopment area were constructed in the 1890's, primarily on the 3000 blocks of Walnut and McGee Streets. In 1898-99 a group of houses was built on DeGroff Way for William Rockhill Nelson, one of his earliest ventures in residential development. Rather than face the north-south street, these houses are sited so that each faces south onto a broad expanse of lawn.

In 1897, the estate of Thomas Corrigan constructed a row of two story brick residences on the 2500 block of Holmes. Six of the original eight residences remain.

V. 1900-1909

A. History

During the first decade of the 20th Century, Kansas City's population increased by 54%. A major annexation in 1909 contributed to the population growth creating the need for more housing and work places. Active construction of the park and boulevard system was underway. A small real estate boom took place in the Spring/Summer of 1907.

Significant Events/Milestones:

- 1900 - Kansas City's population reaches 163,700
- 1901 - first American Royal
- 1903 - major flood in the West Bottoms
- 1905 - site at 24th and Main Street selected for new Union Station
- 1908 - development of Country Club neighborhood begins
 - Kansas City General Hospital opened
- 1909 - Special election held to ratify ordinance for construction of new Union Station.

B. Architecture

Major advances in construction techniques - steel frame construction and the use of reinforced concrete -began to radically alter the Kansas City skyline. Steel frame construction permitted the erection of tall buildings. In order to provide adequate illumination and ventilation, the buildings were usually in an "L" or "U" shape (or sometimes an "E" or "H" shape). These buildings conveyed an appearance of strength and solidity because their skeletal frames were concealed beneath exterior walls of masonry.

The Ingalls Building in Cincinnati is generally accepted as the first reinforced concrete skyscraper in the world. The building was designed by Cincinnati architects Elzner & Anderson and was erected in 1902-03. Textbooks on reinforced concrete construction became available in 1905.

Chicago continued to be a major influence on architecture. A style of the commercial architecture developed there that is usually termed "Chicago School" or "Commercial Style." While this development had a great impact throughout the country, the influence was felt to an even greater degree in Kansas City because of the close links to Chicago established through the railroad, stockyard, and packing house businesses. Commercial style buildings were generally built to a height of 5 to 16 stories, featured a minimum of ornamentation, with large window areas. The primary objective was to provide adequate floor space at an economical cost. The

structural steel frame was allowed more expression, while ornament was suppressed. When ornament was used, it often consisted of low relief, interwoven foliate and geometric motifs--an embellishment termed Sullivanesque, named for Chicago architect Louis Sullivan.

A hallmark of the style was the use of the "Chicago Window," a three-part window consisting of a fixed, central pane flanked by narrower, double-hung, sash windows.

II. Midtown Correlations

When the Midtown District survey was completed there were approximately 440 extant buildings from this decade. This was the most active period of construction in the history of the area. Over 300 of the buildings constructed in the Midtown District during this decade were residences and apartments, a response to an increase of 54% in the population during the period.

Realtor/developers were responsible for much of the residential growth, especially in the southeast quarter of the District. A.J. King was one of the most active builders in the District, constructing 60 residences between 1907 and 1909. These 2-story residences, similar in design, are located on the 2900 and 3000 blocks of Charlotte and the 3000 block of Campbell.

Among the other builders active during this decade were: N.W. Dible, Dr. Annie Scott, E.W. Hayes, and Henry Delay. Dible, who has the reputation of being one of the city's best builders, erected 37 houses on the 2700 and 2800 blocks of Harrison. Dible was an active builder until 1960. This is one of his first large developments.

Dr. Annie Scott reportedly built 200 houses in the period from 1904-1909. Seven of her residences are extant in the Midtown District. This physician turned contractor drew her own plans, bought her own material, and supervised the construction.

E.W. Hayes built houses in the Midtown District during this decade, including his own home at 2750 Charlotte. The others are located on the 2500 block of Holmes.

These residences are variations of the American Foursquare and the bungalow.

The Henry Delay Realty Company built a row of 3-story, brick apartment buildings on the 2500 block of Cherry.

Agitation to build a new Union Station had begun as early as 1896. In 1901 the Commercial Club passed a resolution demanding a new station. After considering several sites, in 1905 the railroad interests selected 24th and Grand as the site for a new station. Negotiations between the city and the railroad companies began the following year to resolve various issues, such as the provision of new viaducts over the railroad tracks and the vacation of some streets.

The Kansas City Terminal Company was also organized in 1906 to be the authority to build the station. The anticipated construction of the station increased interest in nearby real estate.

Railroad tracks already passed through the 24th & Grand area and the Kansas Belt Railroad line had a small terminal near Grand Avenue by the late 1880's. Because of the convenience of the tracks, warehouses began to be constructed in the area bounded generally by 20th & 22nd Streets, Baltimore Avenue, and Broadway. Four warehouses in the area date from this period (2109-13 Broadway, 2016 and 2028 Baltimore, and 2114 Central). The Broadway and Baltimore buildings were 4-story, masonry structures and were constructed between 1901-04. The building at 2114 Central was a 6-story, reinforced concrete structure and was designed by James Oliver Hogg in 1905-06. Hogg was an early advocate in Kansas City of the virtues of reinforced concrete construction.

The Terminal Warehouse Company building at 2420-22 Broadway was constructed in 1906 utilizing reinforced concrete. This is the only known work in Kansas City by the Cincinnati architectural firm of Elzner & Anderson, who are often credited with designing the first reinforced concrete skyscraper. Unfortunately in 1959-60 this building was remodeled so that its original appearance was lost.

The desire for and interest in personal automobiles gradually escalated during the early 20th century. The first automobile to be built in Kansas City (1895) was owned by J.C. Hidgon, a patent attorney. The first automobile accident to occur in the city was recorded in 1901. By 1903, 400 cars were licensed in the city. By 1906-07 Grand Avenue and McGee Streets were beginning to attract businesses devoted to serving the needs of these new automobile owners.

In 1909 St. Mary's Hospital was founded at 28th and Main Streets by the Sisters of Mary. The hospital opened with 150 beds.

VI. 1910-1919

A. History

Kansas City continued its development as a strong agribusiness center. By 1914 it was the largest primary wheat market in the country; the third largest flour milling market; and had nine major packing plants in operation, giving it the distinction of being the nation's second largest packing center.

Its central location and superior railroad facilities made Kansas City a logical distribution and jobbing center. These features also enabled Kansas City to become a major convention center. The city's serious quest for the convention trade began in 1913 with the organization of a Convention Bureau within the Commercial Club (which later became the Chamber of Commerce). In 1914 the City hosted 14,000 visitors at 22 conventions.

The construction of Union Station began in June of 1910 and the station opened in 1914. This major construction project had a considerable impact on the surrounding midtown area, setting off a real estate boom in the area of 17th and Main Streets.

In 1913 there were \$1.5 million worth of school buildings under construction, evidence of the enormous population growth that Kansas City was experiencing.

During the last years of this decade the impact of the First World War created a hiatus in construction projects. Several architectural offices were closed in 1918 but reopened the following year. By 1919 efforts were underway to stimulate construction, encouraged by a city-wide "Build Now" campaign, and an "Own Your Own Home" campaign sponsored by the Real Estate Board.

Significant Events/Milestones:

- 1910 - population of 248,380
 - Ford Assembly Plant opened in Blue Valley area
 - Municipal Board of Public Welfare formed
- 1915 - Construction of 12th Street viaduct to link Central Industrial District with the Central Business District

Conclusions

The history of Kansas City's rapid development pattern during the first three decades of the twentieth century has left a physical record within the 'Midtown' survey area. The residential expansion that peaked in 1910 with 321- single and multiple family buildings being constructed (versus 119 commercial facilities) over that decade, was out paced in the succeeding years by commercial construction. From 1910 to 1919, single and multiple family residences accounted for 133 buildings and commercial establishments numbered 165. New construction in the survey area from 1920 to 1929, clearly showed a dominant tendency toward an emerging commercial area with 185 such buildings recorded and only 43 single and multiple family residences erected. The economic depression of the 1930's halted all residential construction in the survey area and slowed commercial building activity to only 41 structures. Again, from 1940 to 1949, the same pattern was evidenced with 1 residential property versus 90 commercial buildings rising from the landscape.

Residential construction activity focused on the southern reaches of Kansas City after the 1909 annexation of land from 49th to 79th Streets. Prime residential subdivisions were planned by J.C. Nichols in Kansas City's southwestern limits which incorporated amenities such as streetcar shelters, tennis courts, trees, shrubbery, small parks, and carefully placed sculpture to enhance the new neighborhoods. In 1912, a brochure advertising the Country Club District noted that it was "the most distinctive and exclusive residence area possessed by any city in the West." Older residential quarters such as Quality Hill and Knob Hill were no longer fashionable and suffered from deterioration and loss of an affluent population. Although some areas such as Janssen Place and Hyde Park (6 blocks south of the survey area) still accommodated wealthy families during the first two decades of the twentieth century, the exclusive residential areas were being planned for white-collar workers to the south. William Rockhill Nelson planned and promoted a middle class neighborhood with curvilinear streets, substantial homes and elm shade trees within the north-south boundaries of 46th Street to Brush Creek Boulevard. These areas like Rockhill and the Country Club District, attracted new residents to Kansas City and those established community members who sought to escape declining neighborhoods to the north.

Residential tracts in the 'Midtown' survey area that afforded diversity in architecture and which had curving street patterns that broke from the grid system were not as strictly regulated as

those developed by J.C. Nichols. Hill Crest, roughly bounded by 27th (north); 29th Street (south), Harrison to the east and Holmes to the west was initially planned by George Kessler, Kansas City Park Board Engineer and platted in 1899 by W.E. Hall and Porter Estate. Unlike the neighborhoods further south, Hill Crest combined both single and multiple family residences. The real estate cycles in Kansas City during the late 19th and early 20th century followed a course of promotion, development and later decline. Hill Crest was certainly victim to these fluctuations evidenced by migration, subdivision of single family residences, and abandonment over time.

Older, established residential neighborhoods in the 'Midtown' survey area (for example Union Hill, Longfellow, Beacon Hill Park) did not carry deed restrictions like those imposed by the J.C. Nichols Company. The regulatory aspect that determined architectural design, color and elevations of buildings within the Country Club Districts were not employed within the survey area. The Homes Associations in Nichols' subdivisions were formalized in 1915 to assume responsibility for collecting and disbursing maintenance assessments as well as sponsoring social and neighborhood beautification projects. Thus, the neighborhoods to the south of the survey area remained relatively intact throughout the 20th century and lured affluent individuals during the 1940's and 1950's who fled from commercial encroachment and the migration of Kansas City's black population.

The 'Midtown' survey area has a dominant commercial character that is announced at the northern limit of 15th Street and reinforced along the major corridors of Broadway, Main and Troost Avenue. From the 1950's to present, the area has experienced an increase in commercial development. For example, in 1953 Hallmark Card erected a new facility at 2515 McGee, Marion Labs located offices at 2910 Grand in 1955, the B.M.A. Tower rose from the landscape at 700 West 31st Street in 1961, hospital and medical facilities were constructed for the U.M.K.C. School of Dentistry (1967, 620 East 25th Street) and Childress Mercy Hospital (1968, 2415 Locust) and with the establishment of Crown Center, 2450 Grand (1972), new development projects marked the survey area. The physical environment changed from one of small scale commercial buildings and modest residences to an area that could compete with the Central Business District. The Hallmark ventures extended to residential high rise apartments at 2520 and 2540 Grand Avenue in 1975 as well as the Hyatt Regency, 2345 McGee, built in 1978. To the north of the Crown Center Complex, other development was spurred most notably the IBM

and Mutual Benefit Life Buildings (1975, 2345 Grand) and the Pershing One and Two Buildings sited adjacent to Union Station.

The 'Midtown' historic/architectural survey evaluated 1,588 buildings in an approximate 5 1/2 square mile area, bounded by 15th Street (north), 31st Street (south), Troost (east) and Southwest Trafficway to the west. The survey area reflects the great building booms that Kansas City experienced during the first three decades of the 20th century, both in commercial and residential construction. The growth pattern of Kansas City initially followed the transportation lines of horse and street cars that stretched south into newly annexed land and mirrored the Park and Boulevard system. While expansion spread to the south, formerly unclaimed land and underused parcels were developed rapidly, leaving residential neighborhoods to have a fairly uniform stylistic appearance and to allow commercial districts to concentrate for specific enterprises.

Although the survey area is still experiencing growth in new construction, there are a number of intact early 20th century buildings that are worthy of landmark recognition. Several have already been listed in the National Register of Historic Places:

1801 Grand	City Bank Building
2001 Grand	Firestone Building
30 West Pershing Rd.	Union Station
1828 Walnut	Thomas Corrigan Building
1644 Wyandotte	Webster School
520 West 21st St.	Jansen-Salsberry Laboratories

These properties represent a small portion of those that meet the National Register of Historic Places criteria as evaluated after the completion of the intensive level survey. The buildings that will be focused upon are those which clearly exhibited historical or architectural significance, however, this is not a definitive accounting because other districts and individual sites may be gleaned if additional research is undertaken.

Within the Midtown survey area are a number of buildings that are eligible for listing in the National Register of Historic Places., The individual buildings and historic districts outlined, possess the requisite integrity of design, location, setting, materials, workmanship, feeling and association. Although many areas demonstrate some architectural and or historical significance, they pose questions on integrity and may not meet the National Register Criteria. Such potential

historic districts are enumerated at the end of this section. Further historical research into these areas may aid in a final determination of National Register eligibility.

INDIVIDUALLY ELIGIBLE PROPERTIES

The following properties are eligible for listing in the National Register of Historic Places under criterion "C", as buildings that "embody the distinctive characteristics of a type, period, or method of construction, or that represent a significant and distinguishable entity whose components may lack individual distinction."

Address	Name	History
1500 Baltimore	<i>General Tire Company Building</i>	Greenebaum, Hardy & Schumacher, Architects. An early example of Art Deco Commercial architecture
2420 Broadway	<i>Terminal Railway Powerhouse</i>	Jarvis Hunt, architect (1913) The industrial building was constructed as the power facility for the K.C. Terminal R.R. It is associated with Union Station, National Register Listed, 1972. (30 W. Pershing Road)
1900 Campbell	<i>Montgomery Ward Building</i>	This is a fine example of the work of John McKecknie, (1907-08).
1824 Grand	<i>Commercial Building</i>	J.G. Braecklein, architect, designed this Romanesque Revival building in 1889. The polychromed brick and limestone is relatively rare in Kansas City.
2101 – 01 Grand	<i>Coca-Cola Building; Western Auto</i>	Designed in 1914 by Arthur Tuft of Baltimore, the building is characterized by dramatic curved facades on the south and east.
2554 Gillham Rd.	<i>Our Lady of Sorrows Church</i>	The 2nd Romanesque Revival church was designed by H.W. Brinkman in 1922. Founded by German Catholics in 1890, the original church was located where Union Station now stands.
2940 Holmes	<i>Tabernacle Baptist Church</i>	The coursed ashlar limestone church is a fine example of Shepard & Farrar's work.
1520 Main	<i>Commercial Building</i>	Relatively intact example of William F. Hackney's work (1889), Who is most known as the Kansas City School Board architect.
1625 Main	<i>Davidson Building</i>	Designed in 1919 by Greenebaum & Hardy, This 12 story building originally housed tenants all involved in the motion picture industry.

1617 Main	<i>Commercial Building</i>	ca. 1900. The three story commercial block exhibits transitional stylistic details
1822 Main	<i>Southwest Boulevard State Bank</i>	Designed in 1915 by E.P. Madorie & Birdsall, this small two story bank expresses a classical box.
2901-23 McGee Trafficway	<i>Greenlease Motor Car Company</i>	Designed in 1918 by Louis Haverkamp, the building is sited on a triangular tract of land. The building's form follows the perimeter of the parcel.
215 East 20th St.	<i>Lempe Brewery</i>	The 1895 brick brewery relies upon Gothic and Romanesque elements to express its fortress like appearance. As an industrial type, the building is one of remaining examples of Kansas City's breweries.
500-16 West 20th St	<i>Rowhouses</i>	Sited on a steep grade, these residential units were designed in 1903 by Rudolf Markgraf. The attached rowhouse plan was not a common form in Kansas City. These buildings will be evaluated against other multiple units in the 'Kansas City Apartment Building Survey.'

The following buildings demonstrate significance under criterion “C”, as those which “embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;”

and under criterion “A”,

“that are associated with events that have made a significant contribution to the broad patterns of our history.”

These properties exhibit both architectural and historical significance.

Address	Name	History
1709-20 Grand Avenue	<i>Kansas City Star Building</i>	Constructed in 1910-11 in an Italian Renaissance Revival mode, the Kansas City Star building is a fine example of the work of the Chicago architect, Jarvis Hunt. Portions of the buildings decorative elements were designed by the Kansas City architect, Louis Curtis. Hare & Hare were responsible for the landscaping. The building houses the newspaper plant of the Kansas City Star.
2301 Harrison	<i>W. H. Jennens Manufacturing Company</i>	Built in 1922, this commercial block housed the Jennens Manufacturing Company, which produced architectural ornament in plaster and cement. The firm began in the 1880’s as Harris & Jennens.
2924 Harrison	<i>Frank Burnap Residence</i>	The 1896 residence was the home of Frank Burnap who founded the F. P. Burnap Stationery and Printing Company. In 1941, Burnap donated his English pottery collection to the Nelson Art Gallery.
3000 Harrison	<i>Walter Halliwell Residence</i>	Formerly sited among other large residences in an affluent neighborhood, the 1900 Charles A. Smith designed house reflects classical sources. Walter Halliwell was president of Thorn-Halliwell, a major cement manufacturer. Charles A. Smith was the School Board’s architect from 1900-36 and also had a prolific commercial practice with Smith, Rea & Lovitt.

3009 Harrison	<i>Kansas City - Horner Conservatory of Music</i>	The 1928 Shepard & Wagner design reflects English Tudor sources. Constructed as a dormitory and studio for the Horner Institute of Fine Arts, this is the sole building remaining of the institution.
2210 Holmes	<i>Research Training School for Nurses</i>	Designed in 1926 by J. G. Braecklein, the building has a "U" shaped plan. The building was a gift from the Kansas City philanthropist, William Volker. Originally it served as a dormitory and classroom space for Research Hospital's Nursing School.
3046 Holmes	<i>Holmes Street Cable Car Power House</i>	Holmes Street Cable Car Power House Built ca. 1889, this building once housed the power plant for the street car system. In 1934, Keene & Simpson remodeled the fenestration and the interior. The three bay rhythm of the main facade is still intact. This building is one of the few remaining facilities that date from Kansas City's first mass transportation efforts.
2315 Locust	<i>Kansas City General Hospital</i>	1905-Root, Siemens & Gunn; additions 1922; 1916; 1934; 1941; 1961; 1971. Previously determined eligible by MSHPO. Charitable hospital under municipal control erected on land donated by Col. Thomas Swope. Building is vacant and threatened with demolition.
215 West Pershing	<i>Sweeney Auto School</i>	The 1916 work of Keene & Simpson was selected as the winner of the four (4) published in the Kansas City Star by Emory J. Sweeney. The building was the first erected to front Union Station and housed the Sweeney Automotive and Electrical School. The building was designed to later be converted to a hotel.
315 West Pershing	<i>Main Post Office - Kansas City</i>	JA. Wetmore's 1930-33 Classical Revival building is faced in limestone. Built to replace the obsolete Post Office at 9th and Grand, the site was selected because of its proximity to Union Station. The inter relationship between rail transport and the postal system terminated in 1963, when the federal government selected the airlines industry as the mail carrier. The Post Office was the 3rd busiest in the nation, exceeded only by Chicago and New York. A series of tunnels connects the Post Office subbasements with those of Union Station.

2018 Troost	<i>Sutermeister Stone Company</i>	The unpretentious one story building ca. 1913 housed the Arnold Sutermeister Stone Company. The stone contractor originally had offices near the railroad tracks at 20th and Main Streets.
2300 Troost	<i>Nathaniel Powell Residence</i>	The ca.1883 residence is one of the last stately homes that once lined Troost. The brick home reflects period details and has been attributed as the work of Nathaniel Powell, a brick mason.
1509 Walnut	<i>Grant Avenue Storage Co./ Berlau Paper House.</i>	Designed by J. O. Hogg in. 1902, the building reflects Romanesque Revival elements. The architect was responsible for two such warehouse/ storage buildings constructed in the same year.
1712 Main	<i>Globe Transfer & Storage Building</i>	1712 Main is a comparable structure in the Midtown area. Both buildings need additional research to determine whether a potential Thematic Group of storage/warehouse facilities should be proposed. Other firms such as the A.B.C. Warehouse Company have a number of their main buildings still extant.
1601-15 Walnut	<i>Emery Bird Thayer Warehouse</i>	The 1899-1900 warehouse was the work of VanBrunt & Howe. The architects also designed the store at 11th & Grand now demolished. The first 2 floors were originally used as stables, with the upper floors reserved for storage.
1701-03 Walnut	<i>Hall Brothers</i>	Frank Hill Smith, Inc. (Dayton, Ohio) designed this 1923 commercial building. The Hall Brothers, later Hallmark Cards, emerged as one of Kansas City's largest firms. The site was chosen after employees filed ballots on proposed sites, the Walnut location was selected due to its proximity to Penn Valley Park.
2021 Washington	<i>Rochester Brewery</i>	ca. 1896, The utilitarian one story building conforms to the change in grade. One of the last extant breweries.
1920 Wyandotte	<i>Berkowitz Envelope Company</i>	The building was constructed in 1900-06 with Romanesque Revival elements. The Berkowitz envelope Company began in 1886 as the first envelope plant west of the Mississippi. The rapid growth and expansion of the firm saw their relocation to a much larger facility by 1911. The company, now known as Tension Envelope, still manufacturers paper products in Kansas City.
1904-06 Main	<i>Monroe Hotel</i>	1920, R.H. Sanneman

1908 Main	<i>Pendergast Headquarters</i>	1926, R. H. Sanneman These two properties share a common association with the Kansas City political boss, Thomas Pendergast. The hotel adjoined the Jackson County Democratic Club, 1908 Main, however a physical linkage is no longer intact. Pendergast maintained an office at 1908 Main until 1936. The period saw the height of Pendergast's power as a political boss of the Democratic Machine. The legacy of Pendergast's tonsure in office can be seen in P. W. A. projects such as City Hall, Jackson County Courthouse and the Brush Creek flood control channel.
1820-24 Cherry	<i>McLaughlin Brothers Office (1904)</i> <i>McLaughlin Brothers Stables (1903)</i>	The classical and Gothic elements of these one and two story buildings, demonstrates more refined design than common in such small buildings. The buildings are historically important for their association with horse drawn transportation and for the firm, importers of Percheron and French Coach Stallions.
100 W. 26 th St.	<i>Liberty Memorial</i>	1923-26. The plan for the Memorial was selected from a National Competition. H. Van Buren Magonigle of New York City was the unanimous choice.
Pershing Rd. & Main St.	<i>Penn Valley Park</i>	George e. Kessler, Landscape Architect, 1920-26

TRANSPORTATION RELATED RAILROAD PROPERTIES

The history of Kansas City's 'Midtown' area is inextricably linked with the development of transportation. Not only did the city's growth pattern follow the streetcar lines, but commercial enterprises that required regional markets developed around the railroad lines of Union Station (1910-1914). Although the Beaux-Arts railroad station was enhanced after the construction of Liberty Memorial (1923-26) with a major monument to the south, the north still retained an industrial and commercial character. The earliest building within this potential historic district is the 1888, Chicago-Milwaukee & St. Paul Railroad Freight Depot. The historic district contains a number of commercial buildings that retain a high degree of their original architectural integrity and possess historical significance as a grouping of warehouse facilities that were constructed within the immediate proximity of Union Station. The following buildings compose the potential warehouse historic district, generally bounded by 22nd Street on the south; Broadway on the west; the rear property lines of Southwest Boulevard on the north and Baltimore on the east.

2028	Broadway	Piggly-Wiggly-Bird Company
2109-13	Broadway	A.M. Hughes Paint & Glass Company
2117-33	Broadway	J.I. Case Threshing Machine Company
2414-18	Broadway	Adams Express Company
2410	Broadway	Terminal Warehouse
2438	Broadway	American Butter Company
2000-02	Baltimore	Liquid Carbonic Company
2004-06	Baltimore	commercial
2008-10	Baltimore	commercial
2016	Baltimore	Stearns Paint Manufacturing Company
2028	Baltimore	commercial
2100-02	Central	Meriden Creamery Company
2101	Central	Pabst Brewing Company
2107-17	Central	commercial
2108-12	Central	commercial
2114	Central	D.A. Morr Transfer and Storage Company
2121	Central	National Biscuit Company
2019	Wyandotte	H.D. Lee Mercantile Company
2006-12	Wyandotte	Columbia Gramophone & Dictaphone
2014-20	Wyandotte	Kewanee Boiler Company
2029-43	Wyandotte	Safeway Stores
2100	Wyandotte	J. W. Jenkin's Sons Music Company
2124	Wyandotte	Westinghouse Electrical & Manufacturing Company
101-23	W. 22 nd St.	Chicago-Milwaukee & St. Paul RR Freight Depot

TRANSPORTATION RELATED AUTOMOBILE PROPERTIES

Another transportation related district developed during the first three decades of the 20th century in the survey area. Generally concentrated along Grand Avenue and McGee, this grouping of buildings exhibits historical significance under Criterion "A" for its association with the emerging automobile industry. The potential historic district is roughly bounded by Truman Road on the north, 20th Street on the south, the rear lot lines along McGee on the east and Grand on the west. Included within this historic district are automobile service companies, sales offices, automobile distributors, tire companies and supply companies.

The specific buildings that constitute this grouping are:

1506-08	McGee
1512	McGee
1513-15	McGee
1514	McGee
1516	McGee
1517	McGee
1518	McGee
1519	McGee
1520	McGee
1521	McGee
1525-27	McGee
1600-04	McGee
1601-21	McGee
1606	McGee
1608-14	McGee
1620	McGee
1622	McGee
1701	McGee
1717-23	McGee
1725	McGee
1727-29	McGee
1733-35	McGee
1737-41	McGee
1800	McGee
1801-07	McGee
1808	McGee
1809	McGee
1813-15	McGee
1816-18	McGee
1817	McGee

1819	McGee
1820	McGee
1821	McGee
1824-30	McGee
1825-27	McGee
1829-39	McGee
1832-34	McGee
1901-07	McGee
1909-11	McGee
1913-15	McGee
1917	McGee
1919	McGee
1923	McGee
1925	McGee
1927-33	McGee
1508	Grand
1512	Grand
1517	Grand
1523	Grand
1524	Grand
1527	Grand
1600-02	Grand
1612-14	Grand
1615	Grand
1616-18	Grand
1617-19	Grand
1620-22	Grand
1624-30	Grand
2029	Grand

FILM INDUSTRY PROPERTIES

Concentrated along Wyandotte and Central between 17th and 19th Streets a small industrial corridor developed from the 1910's to 1940's. This area is historically associated with the film industry which flourished as a technical, manufacturing and distributing arm to major studios and specialty motion picture companies, such as the United States Army Motion Picture Service. Theater chains, like Paramount Publix Corporation occupied this area during the 1920's. A number of the buildings exhibit architectural significance as fine examples of small scale Art Moderne designs. The buildings that would be included in an historic film industry district are:

1625	Main	Davidson Building
1701-03	Wyandotte	Warner Brothers Building
1706-10	Wyandotte	Metro Picture Corporation
1715-17	Wyandotte	Zoglin Building
1716-20	Wyandotte	Fox Film Corporation
1800-02	Wyandotte	Paramount Building
1804	Wyandotte	Stebbins Theatre Equipment Co.
1818-22	Wyandotte	
109-15	West 18 th St	commercial
110	West 18 th St	Yale Theatre Supply Company
112-14	West 18 th St	Famous Players, Lasky Corporation
116-32	West 18 th St	commercial
213-15	West 18 th St	Commonwealth Midwest Building
214-16	West 18 th St	Universal Film Exchange
217	West 18 th St	Commonwealth Theaters, Inc
219-23	West 18 th St	Film Center Building
220-24	West 18 th St	Metro-Goldwyn-Mayer Distributing Corp.
1901-03	Wyandotte	Fox Film Corporation

RESIDENTIAL HISTORIC DISTRICTS

Several potential historic districts composed primarily of residential buildings would be eligible for listing in the National Register under criterion "A" and criterion "C." These neighborhoods reflect the early -twentieth century development pattern of Kansas City, were the homes of prominent citizens and possess good examples of the period's residential architecture.

Hill Crest Subdivision Historic District

In 1889 part of the original Porter estate was platted as the Hill Crest Addition. George Kessler and Stephen A. Mitchell laid out the subdivision. This may be Kessler's first large scale residential planning effort. The neighborhood is distinctive for its streets which follow the natural topography and the early dedication of land for public use. Most of the building activity occurred from 1900 to 1929. The area is generally bounded by 27th and 29th Streets and Harrison to Charlotte. (See attached map).

Beacon Hill Park

Immediately south of Hill Crest is an 1887 subdivision with a number of residences constructed in the 1890's that evoke Queen Anne stylistic elements. Most noteworthy in this grouping are:

2832 Campbell
2839 Campbell
2900 Campbell
2906 Campbell
2910 Campbell
2914 Campbell
2815 Charlotte
2817 Charlotte
2822 Charlotte
2825 Charlotte
2828 Charlotte
2900 Charlotte
2904 Charlotte
2912 Charlotte
2815 Charlotte
2832 Harrison

These properties would be pivotal buildings in an historic district that would be roughly bounded by portions of the 2800 and 2900 blocks of Charlotte, Campbell and Harrison Streets. Because Beacon Hill Park is immediately south of Hill Crest, a larger historic district that combines both areas might be contemplated. (See attached map).

Two other residential districts emerge from the documentation that possess the stamp of prominent Kansas City builders. The A.J. King Realty Company residential district and the N.W. Dible Company residential district reflect early tract developments sponsored by these two builders. The A.J. King Tract, (2900 and 3000 blocks of Charlotte and Campbell), consists of a fairly solid grouping of A story 'Foursquares.' Similar to the N.W. Dible residential tract, (2700 and 2800 blocks of Harrison), these potential historic districts may be eligible as examples of major Kansas City builders' work. However, further research is necessary to address the extent and quality of the builders' subdivisions constructed during the early twentieth century. (See attached map for specific locations).

Due to abandonment, demolitions and neglect, few residential neighborhoods within the survey area exhibit consistent integrity of design, setting and location. Two smaller groupings of buildings may meet criteria and "C" for National Register listing.

The Corrigan Residential district, located along the 2500 block of Holmes is a grouping of 6, two story brick houses (formerly 8) constructed in 1897 by the estate of Thomas Corrigan, a real estate and street car entrepreneur. These buildings are surrounded by E. W. Hayes' bungalows and 'Foursquares' and small brick commercial blocks. The properties constructed by Corrigan are:

- 2526 Holmes
- 2528 Holmes
- 2538 Holmes
- 2540 Holmes
- 2544 Holmes
- 2546 Holmes

Another small historic district could be composed of the houses along DeGroff Way. The buildings were constructed for William Rockhill Nelson, founder of the Kansas City Star newspaper. Dating from 1898 through 1899, this grouping of relatively intact residences displays unique planning characterized by the main facades on the north-south street facing south versus

the more common east-west orientation. The properties included within this potential historic district are:

- 3000 DeGroff Way
- 3001 DeGroff Way
- 3004 DeGroff Way
- 3005 DeGroff Way
- 3009 DeGroff Way
- 3013 DeGroff Way
- 3016 DeGroff Way
- 3017 DeGroff Way

Several streetscapes within the survey area are composed of buildings that date from the 1910's and 1920's and may be eligible under criterion "A." However, these potential historic districts have no longer retained a high degree of architectural integrity or stand as a coherent grouping, due to demolition and neglect. These areas may require additional research and a clear assessment of the historic context that frames their development in Kansas City history. Such groupings are:

- 2000 block of Grand Avenues
- 2100 block of Grand Avenue

Smaller commercial buildings tie the streetscape between the pivotal, visual landmarks of the Firestone Building, 2001 Grand and Western Auto at 2101-11 Grand Avenue.

A grouping of warehouse and smaller office buildings may be eligible for listing on the National Register for their combined historical significance as examples of a specific building type concentrated in the 'Midtown' survey area. Beginning with the Berlau Paper House at 1509-11 Walnut, the potential district would be outlined as:

- 1500 block of Walnut
- 1600 block of Walnut
- 1700 block of Walnut

extending to the National Register listed Corrigan Building at 1828-34 Walnut.

APPENDIX A: BUILDINGS
INDIVIDUALLY LISTED IN THE NATIONAL REGISTER

<u>ADDRESS</u>	<u>NAME</u>	<u>DATE LISTED</u>
1801 Grand Avenue	City Bank Building	02/17/83
2001 Grand Avenue	Firestone Building	01/03/86
30 West Pershing Road*	Union Station	02/01/72
1828 Walnut	Thomas Corrigan Building	09/16/82
1644 Wyandotte*	Webster School	09/02/82
520 West 21st Street	Jansen-Salsbery Laboratories	07/16/85

APPENDIX B: MIDTOWN ELIGIBILITY LIST
INDIVIUDALLY ELIGIBLE

1500 Baltimore -	General Tire Building
1821 Broadway -	Post Office Garage
2420A Broadway -	Terminal Railroad Power House
1900 Campbell -	Montgomery Ward
2425-27 Campbell -	apartment
1709-29 Grand -	Kansas City Star Building
1824 Grand -	commercial building
2101-11 Grand -	Coca-Cola Building
2554 Gillham Road -	Our Lady of Sorrows Church
2301 Harrison -	W. H. Jennens Mfg. Co.
2924 Harrison -	Frank Burnap residence
3000 Harrison -	Walter Halliwell residence
3009 Harrison -	KC - Horner Conservatory
2210 Holmes -	Research Hospital Training School
2940 Holmes -	Tabernacle Baptist Church
3046 Holmes -	Holmes Street Cable Power House
2315 Locust -	Kansas City General Hospital
1520-22 Main -	commercial
215 W. Pershing Rd.-	Sweeney Auto School
315 W. Pershing Rd.-	Post Office
2018 Troost -	A. Sutermeister Stone Company
1522 Walnut -	Goldblatt Tool Company
1601-15 Walnut -	Emery, Bird & Thayer Warehouse 1
701-03 Walnut -	Taylor Building
2601-05 Walnut -	Hall Brothers
2021 Washington	Rochester Brewery
1920 Wyandotte -	Berkowitz Envelope Company
1617 Main -	Commercial
1822 Main -	Southwest Boulevard State Bank

1904-06 Main - Monroe Hotel
1908 Main - Pendergast Headquarters
2901-03 McGee Trfy - Greenlease Motor Car Company
215 East 20th Street - Lempe Brewing Company
500-16 W. 20th St - rowhouse apartments
1820 & 1824 Cherry - McLaughlin Brothers Stable

APPENDIX C: MIDTOWN ELIGIBILITY LIST
UNION STATION WAREHOUSE AREA
THEMATIC ELIGIBLE

2101-07 Broadway -	Piggly-Wiggly-Bird Company
2109-13 Broadway -	A. M. Hughes Paint and Glass Company
2117-33 Broadway -	J. I. Case Threshing Machine Company
2414-18 Broadway -	Adams Express Company
2438 Broadway -	American Butter Company
2000-02 Baltimore -	Liquid Carbonic Company
2004-06 Baltimore -	commercial
2008-10 Baltimore -	commercial
2016 Baltimore -	Stearns Paint Manufacturing Company
2028 Baltimore -	commercial
2100-02 Central -	Meriden Creamery Company,,,,
2101 Central -	Pabst Brewing Company
2107-17 Central -	commercial
2108-12 Central -	commercial
2114 Central -	D. A. Morr Transfer and Storage Company
2121 Central -	National Biscuit Company
2019 Wyandotte -	H. D. Lee Mercantile Company
2006-12 Wyandotte -	Columbia Graphophone & Dictaphone Company
2014-20 Wyandotte -	Kewanee Boiler Company
2029-43 Wyandotte -	Safeway Stores (regional office)
2100 Wyandotte -	J. W. Jenkin's Son Music Company Warehouse
2124 Wyandotte -	Westinghouse Electrical & Manufacturing Company
101-123 West 22nd -	Chicago-Milwaukee & St. Paul Railroad Freight Depot

APPENDIX D: MT ELIGIBILITY BY BOOK

1500 Baltimore

Shepard/Wiser

1821 Broadway - U.S. Post Office Garage

1644 Baltimore

2045-47 Broadway - Bank?

2117-33 Broadway

2420A Broadway Terminal RR House

2438 Broadway American Butter

Warehouses by Tracks

1514 Campbell School

1900-36 Campbell - Montgomery Ward

2425-27 Campbell - Stone Apt.

Film

2024-26 Broadway - 1916

McKecknie/Trask

Queen Anne

1800 Baltimore

2832 Campbell

1900-36 Campbell

2839 Campbell

1800 Central

2900 Campbell

Smith/Rea/Lovitt

2905 Campbell

2000-02 Baltimore

2906 Campbell (Root)

2910 Campbell

2914 Campbell

Nelle Peters + Bunch C. E. Phillips Apts -

2751 Campbell

2806 Campbell

Hogg

2311 Campbell

2114 Central

2732 Charlotte

Book 3

1820 Cherry - McLaughlin Bros Stables

1824 Cherry) See *K.C. As it Is*, 1905, page 65

Motor-Related Companies

1508 Grand

1512 Grand

1517 Grand

1523 Grand

1524 Grand

1527 Grand

1600-02 Grand

1612-14 Grand

1615 Grand

1616-18 Grand

1617-19 Grand

1620-22 Grand

1624-30 Grand

2029 Grand

Wilder/Wight

2004-06 Grand

2002-02 Grand

2015

2029 Grand

2100 Grand

Smith/Rea/Lovitt

2110-12 Grand

Book 4

W. H. Collins - 2400 Harrison – 1915) But E. W. Hayes-
Row & Bungalows 2500 Blk Holmes
1907

CEP - Apts

2320 Harrison

2830 Harrison

2834 Harrison (NEP)

2749-51 Holmes (NEP)

2753-55 Holmes (NEP)

Fire Station - Turney

3031 Holmes

Courtney Houses

2300 Blk Holmes

2121 Central - National Biscuit

3001 Central - Park Barn

2500 block Charlotte

1880's

Art Deco

1500 Baltimore

Book 5

Film DBT

1625 Main - 1919

1617 Main

1872 Main - bank

1104-06 Main - Pendergast

1108 Main

Hogg

1712 Main

Shepard/Farrar

1901-05 Main

James Muir 1896

3001 McGee

3003 McGee

3005 McGee

3007 McGee

3009 McGee

Main St. Hotels

1904-96 Monroe - 1920

1922 Main Gnnox - 1915

1925 Main - 1915

2014-16 Main 1919

2013-20 Main - 1910

Smith/Rea/Lovitt

1922 Main

1816-18 McGee

BOOK 6

Smith/Rea/Lovitt

1600-02 Oak

SW Blvd

321-27

329

331

333

335

423

501

529

Brostrom

2814 Troost

Individual

2901-03 McGee T-Greenlease

2633-44 Troost

2700 Troost

Union Hill residences

Nelle Peters

2730, 32, 34 Troost

BOOK 7

Hogg

1509-11 Walnut

Wilder/Wight

1717 Walnut

BOOK 8

Hogg

210-12 W. 19th Terr

Individual

115 W. 19th

215-17 W. 19th Fire Stat.

215 E 20th - Brewery

500-16 W. 20th

Markgraf -row house

418 E. 22nd -

Central Fire Exchange

514 E 22nd - Art Deco

Res

442 W. 18th St

BOOK 9

Hogg -

Peters

611-13 E. 25th

HISTORIC SITES AND BUILDINGS INVENTORY
MIDTOWN DISTRICT

County.

(w)

NAME	TYPE	LOCATION	DATE CONSTRUCTED	SIGNIFICANT DATE	BRIEF DESCRIPTION	GREENSBORO REGISTER	NATIONAL REGISTER
General Tire & Rubber Co. Bldg.	arch	1500 Baltimore Ave.	1928; addtn; 1929, 1939		Greenbaum, Hardy & Schumacher, arch.	P	
Hoover's	arch	1511 Baltimore Ave.	1925-26		Manhattan Const. Co., bldr.	P	
Commercial Bldg.	arch	1535 Baltimore Ave.	1963				
Royal Equip. Co.	arch	2438 Broadway	1923		F.E. McIlvain, arch.	P	
Residence	arch	2818 Campbell				P	
Residence	arch	2832 Campbell	1894			P	
Apartments	arch	2843 Campbell	1912		Otis Goddard, arch. & bldr.	P	
Residence	arch	2906 Campbell	1894		W. Root, arch. (by attribution)	P	
Residence	arch	2910 Campbell	1893			P	
Residence	arch	2914 Campbell	1896			P	
Bradford Apts.	arch	1615 Central St.	1895			P	
Apartments	arch	1616-20 Central St.	1901			P	
Commercial	arch	2006 Central St.	1904			P	
Stuart Hall Stationary Co.	arch	2121 Central St.	c. 1910			P	
Residence	arch	2800 Charlotte	1904			P	
Residence	arch	2801 Charlotte	1908			P	
Residence	arch	2828 Charlotte	1891			P	

HISTORIC SITES AND BUILDINGS INVENTORY
MIDTOWN DISTRICT

County.

NAME	TYPE	LOCATION	DATE CONSTRUCTED	SIGNIFICANT DATE	BRIEF DESCRIPTION	CANSA REGISTER	NATIONAL REGISTER
General Hospital	arch	24th & Cherry Sts.	1905-08		Root & Siemens; F.C. Gunn, arch.	City	
Doctor's Hospital	arch	2501 Gillham Rd.	1920			P	
Our Lady of Sorrows Cath. Church	arch	2552 Gillham Rd.	1922		H.W. Brinkman, Emporia, Ks., arch.		
Commercial Bldg.	arch	1520-22 Grand Ave.	1923			P	
Commercial Bldg.	arch	1524 Grand Ave.	1928			P	
Colonial State Bank	arch	1531 Grand Ave.	1888			P	
Commercial Bldg.	arch	1615 Grand Ave.	1911-12			P	
Commercial Bldg.	arch	1617-19 Grand Ave.	1917-18		A.H. Buckley, arch., Alex Kinghorn, bldr.	P	
Commercial Bldg.	arch	1822 Grand Ave.	1915			P	
Commercial Bldg.	arch	1824 Grand Ave.	1889			P	
Commercial Bldg.	arch	1901 Grand Ave.	1920			P	
Commercial Bldg. Firestone Bldg.	arch	2001 Grand Ave.	1916		Smith, Rea & Lovitt, arch., Swenson Const. Co., bldr.	P	
Fordick Corp.	arch	2030 Grand Ave.	1913			P	
Commercial Bldg.	arch	2110 Grand Ave.	1913		Smith, Rea & Lovitt, arch., Hucke & Sexton builders	P	
Residence	arch	3011 Grand Ave.	1890			P	
Residence	arch	3015 Grand Ave.	1890			P	
Residence	arch	3005 Grand Ave.	c. 1890			P	

HISTORIC SITES AND BUILDINGS INVENTORY
MIDTOWN DISTRICT

County.

	TYPE	LOCATION	DATE CONSTRUCTED	SIGNIFICANT DATE	BRIEF DESCRIPTION		
Residence	arch	3022 Grand Ave.	c. 1890			P	
Residence	arch	3024 Grand Ave.	c. 1890			P	
Residence	arch	3030 Grand Ave.	c. 1889			P	
Residence	arch	3032 Grand Ave.	1889			P	
Residence	arch	3034 Grand Ave.	1889			P	
Residence	arch	2924 Harrison St.	1896			P	
Commercial	arch	1523 Holmes St.	1881			P	
Old Research Hospital	arch	23rd & Holmes	c. 1910				
Commercial/ Apts.	arch	2500-04 Holmes	1908		H. Madorie, arch. & bldr.	P	
Commercial/ Apts.	arch	2506-08 Holmes	1912		Marshall Bros., bldr.	P	
Commercial/ Apts.	arch	2510 Holmes	1915		C.H Lewis, bldr.	P	
Commercial/ Apts.	arch	2512 Holmes	1915			P	
Residence	arch	2549 Holmes	1900			P	
Residence	arch	2623 Holmes	1890			P	
Fire Sta. # 17	arch	3033 Holmes	1905			P	
Commercial	arch	3046 Holmes	1918			P	

Midtown District

County.

		LOCATION	DATE CONSTRUCTED	STANDARD DATE	BRIEF DESCRIPTION		
Commercial	arch	1617 Main St.				P	
Commercial	arch	1608 Main St.	1899			P	
Commercial Packard Bldg.	arch	2735 Main St.	1929-30			P	
Muser Decorator	arch	3021 Main St.	1906			P	
Commercial	arch	3023 Main St.	1908-09			P	
Commercial	arch	3045 Main St.	1888			P	
Residence	arch	3001 McGee St.	1896			P	
Coca Cola Bldg.	arch	2540 West Pennway	1920			P	
Anderson Skelly Station	arch	220 W. Pershing Rd.	1934		Art Deco style	P	
Fire Sta. # 9	arch hist	24th & South West Blvd.	1890		oldest fire Sta. bldg. remaining in city	city	
Commercial Bldgs	arch	2605-17 Walnut St.	1923		fine tapestry brick factory bldgs.	P	
Residence	arch	1811 Washington St.	1888			P	
Residence	arch	1825 Washington St.	1888			P	
Residence	arch	1830 Washington St.				P	
Commercial	arch	1701-03 Wyandotte	1930			P	
Commercial	arch	1919 Wyandotte	1906			P	

JOHN ASHCROFT
Governor

FREDERICK A. BRUNNER
Director



STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS, RECREATION, AND HISTORIC PRESERVATION

P.O. Box 176
Jefferson City, MO 65102
314-751-2479

Division of Energy
Division of Environmental Quality
Division of Geology and Land Survey
Division of Management Services
Division of Parks, Recreation,
and Historic Preservation

December 9, 1987

Ms. Andrea Lazarski
Landmarks Commission
26th Floor, City Hall
414 E. 12th Street
Kansas City, Missouri 64106

Dear Andrea:

At long last, I will attempt to summarize the Planning Section's opinions on the recommended Historic Districts in the Midtown Survey Area. I will try to express the consensus of the staff on each district or grouping, rather than break it down by individual recommendations. I will also mention the minority opinion, if present, on each case.

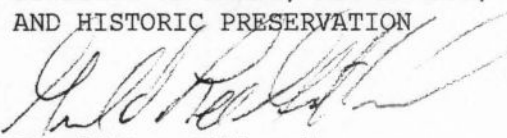
- 1) Warehouse Historic District - This was felt to be a contiguous district and worthy of further study to enable its listing on the National Register.
- 2) The Automobile Historic District - This district was not thought to be a contiguous district. It was felt that many of the structures lack integrity and in a similar manner so did the district. As mentioned in the previous letter, some of the buildings have individual significance. This would also, of course, recommend a thematic grouping, however, this was not felt to be a high priority project.
- 3) The Film Historic District - There was a difference of opinion on this district. The majority felt that it was not a contiguous district, the minority that it could be with a boundary reduction. The majority felt that the theme of film distribution, etc. would best be placed on the Register through a Thematic Resource Area (now multiple property listing) nomination format.
- 4) Corrigan Residential Historic District - It was felt that this district no longer retains its integrity as a district. Also, while the structures met many of the Secretary of the Interior's "Standards" the properties did not seem to be individually eligible for National Register listing.

- 5) Hillcrest Historic District & Beacon Hill Park Historic District, Dible Historic District, A. J. King Historic District - There was no consensus or even majority opinion on these districts. It was felt that the Hillcrest Area was significant. One possibility was to list it separately on the National Register, another to list it in combination with the Beacon Hill Area, yet another wait until the Apartment Study is completed and evaluate it then. A later thought was that an overview of these types of developments is needed to assess this district's potential. Still another view was that the shirtwaist house with limestone porch, present in quantity in the Dible, A. J. King, and southern Beacon Hill Park area, might be analyzed on a citywide basis to better comprehend their significances in that context. To summarize, it was felt that these areas conveyed a sense of time and place and that they contained houses that represent Kansas City's development at those times, but there was disagreement on the best or easiest method of arguing their placement on the National Register. If there is no immediate threat from federal involvement, it was felt that local protection might be best until further information is obtained.
- 6) Degraff Way - This was not seen on our trip to Kansas City, but was from the inventory evidence not felt to be a National Register district.
- 7) Walnut Historic District - As stated in the previous letter, many of these buildings appear to be individually eligible for National Register listing. We were unable to visually review this area while visiting your fair city. We question the integrity of several of the buildings, hence the contiguous district method of listing. A more detailed review and a map of the proposed district boundaries might change this opinion. The Grand Avenue Historic District, is similar in that we do not feel it to be a district, yet it does contain a few excellent buildings and perhaps we have failed to find the link that would join them in providing a sense of time and place.

Having now reviewed the Midtown Survey, I have a feeling of "Never Again" so large a survey of divergent property types. However, there must be conveyed an accolade for the effort, analysis, research demonstrated by this survey. I hope we will be able to proceed to the protection phase on these properties.

Sincerely,

DIVISION OF PARKS, RECREATION,
AND HISTORIC PRESERVATION



Gerald Lee Gilleard
Survey Coordinator
Historic Preservation Program

GLG:meb

JOHN ASHCROFT
Governor

FREDERICK A. BRUNNER
Director



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Division of Parks, Recreation,
and Historic Preservation

October 23, 1987

Ms. Andrea J. Lazarski, Administrator
Landmarks Commission of Kansas City
26th Floor East, City Hall
Kansas City, MO 64106

Dear Andrea:

Through some personal error, I have failed to accept the Midtown Survey Final Report. This, I hope, will correct that error. I find the Midtown Survey Final Report full and complete, thus completing the survey element of grant project 29-86-10010-028B.

Sincerely,

DIVISION OF PARKS, RECREATION,
AND HISTORIC PRESERVATION

Gerald Lee Gilleard
Survey Coordinator
Historic Preservation Program

GLG:meb

JOHN ASHCROFT
Governor

FREDERICK A. BRUNNER
Director



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and Historic Preservation

October 22, 1987

Ms. Andrea J. Lazarski, Administrator
Landmarks Commission of Kansas City
26th Floor East, City Hall
Kansas City, MO 64106

Dear Andrea:

We have reviewed the individually eligible properties from the conclusion section of the Midtown Survey Report. In most cases we have agreed with your assessment. Below please find a summary of our conclusions.

Under Criterion of Evaluation C, we agree that 2420 Broadway, 1900 Campbell, 2401-11 Grand, 2554 Gilham Road, 2940 Holmes, 1625 Main, 1617 Main, 1822 Main, 2901-23 McGee Trafficway, and 215 E. 20th Street, all appear to be potentially eligible for listing on the National Register. While none of the other structures mentioned were thought to be lacking potential for eligibility, we questioned the context, integrity, and which particular portion of Criterion C was applicable for the following. In some cases we thought the structures could be more appropriately contributed to a thematic grouping or district. The structures found to be, in our opinion, marginally eligible are: 1500 Baltimore, 1824 Grand, and 1520 Main. The Row houses at 500-16 W. 20th Street were also considered marginally significant. However, as this building type is thought by us to be extremely rare in Kansas City, they may be eligible as a method of construction (property type) and outweigh any of our questions on their integrity. We feel that the apartment study may provide the context and documentation needed to assess their eligibility for listing on the National Register.

Under Criteria of Evaluation C and A we agree that 1709-20 Grand Avenue, 2210 Holmes, 3046 Holmes (if it retains its pre-1930s integrity), 2315 Locust, 315 W. Pershing, 1509 Walnut, 1712 Main, 1601-15 Walnut, 1701-03 Walnut, 1920 Wyandotte, 1820 and 1824 Cherry seem to be individually eligible for listing on the National Register. We did not follow the individual significance under Criterion A for 2924 Harrison, 3000 Harrison, and 2021 Washington. Also, we question the significance for the following on both Criteria C and A: 2018 Troost, 2300 Troost and 2021 Washington. On 2301 Harrison, 3000 Harrison, 3009 Harrison, 1908 Main, and 1904-06 Main the forms indicated a potential for significance under Criterion B as well as Criteria A and C. As you can see, we generally agreed with your recommendations; architecturally, we felt there

Ms. Andrea J. Lazarski, Administrator
October 22, 1987
Page 2

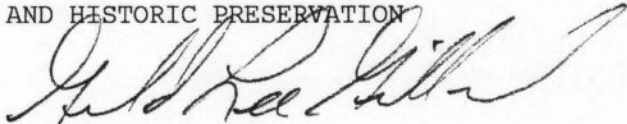
could be a thematic nomination of warehouse buildings and structures related to transportation.

I have not reviewed any of the potential districts, but my initial review leads me to believe that the current C.I.D. Survey will provide a larger context in which to review the significance of warehouse structures under Criterion C, if a thematic approach is used.

I will be sending our comments on the Historic Districts as they are finished. Hugh and my on-site review may be delayed as crises have arisen.

Sincerely,

DIVISION OF PARKS, RECREATION,
AND HISTORIC PRESERVATION



Gerald Lee Gilleard
Survey Coordinator
Historic Preservation Program

GLG:meb