



**HISTORIC PROPERTIES SURVEY**

**TECHNICAL REPORT**

**KANSAS CITY DOWNTOWN STREETCAR PROJECT**

**HPP 106 PROJECT NUMBER 213-JA-12, CITY OF KANSAS CITY**



**KANSAS CITY  
MISSOURI**



**August 2012**





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## Kansas City Downtown Streetcar Project



### ABSTRACT

The purpose of this report is to document compliance with the architectural portion of Section 106 of the National Historic Preservation Act of 1966. FTA is the federal lead agency. It identifies and evaluates potential effects on architectural and cultural resources from the proposed Kansas City Downtown Streetcar Project. HDR Engineering and Architectural and Historical Research, LLC have prepared this document, in conjunction with the National Environmental Policy Act (NEPA) compliance work for the Downtown Streetcar Project.

FTA initiated the Section 106 process on June 1, 2012, and determined the APE in consultation with the Missouri State Historic Preservation Office (see Appendix A for copies of the consultation letters). The APE was determined to generally be the area within one-block of the proposed Streetcar improvements, and includes all of 4 historic districts along the route.

Downtown Kansas City and the proposed Streetcar Corridor are rich in historic resources. A total of 287 potential resources were identified within the APE. Of these potential historic resources twenty-one (21) single sites and four (4) historic districts (with multiple contributing resources) are listed in the National Register of Historic Places. Nineteen (19) properties previously have been determined to be eligible for the National Register, and twenty-three (23) have been newly determined eligible based on the current research for the Downtown Streetcar Project. The proposed Streetcar alignment would pass through one existing National Register historic district (Old Town Historic District) and pass by three other existing National Register historic districts (West Ninth Street and Baltimore Avenue Historic District; Walnut Street Warehouse and Commercial District; and Crossroads Freight District).

Historically streetcars were instrumental in the development of the downtown Kansas City area (see history below). In part because the proposed Streetcar would be constructed primarily within existing public street rights-of-way, the Streetcar Alternative is not expected to have any adverse effects on identified historic resources within the area of potential effects.

With the No Build Alternative there would be 'no effects' to historic properties in the area of potential effects because there would be no new transit improvements constructed or operated.

A separate Archeological Reconnaissance Survey Technical Report has been prepared for the Kansas City Downtown Streetcar Project.

## 1. STREETCAR ALTERNATIVE PROJECT DESCRIPTION

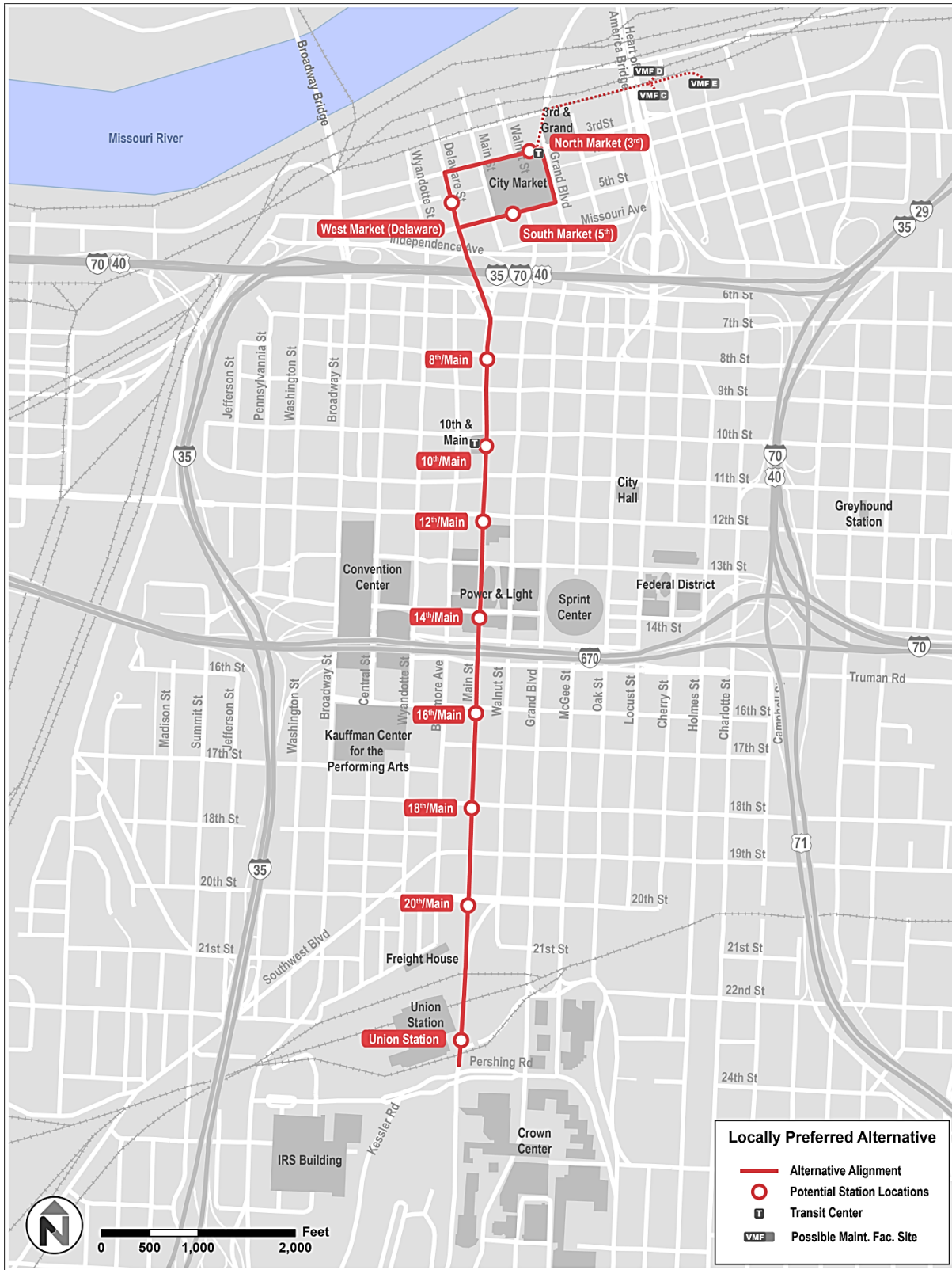
**Project Location.** The proposed Streetcar Project would be located in Downtown Kansas City, Jackson County, Missouri, primarily on Main Street between the City Market and Union Station/Crown Center areas.

**Route Termini and Alignment.** Constructing Streetcars on Main Street was chosen as the Locally Preferred Alternative in Downtown Kansas City, after completion of the Alternatives Analysis study. The analysis is documented in the “Regional Alternatives Analysis: Downtown Corridor Alternatives Analysis and Locally Preferred Alternative Report, March 2011.” The proposed Streetcar alignment would generally extend from a northern terminus near the 3<sup>rd</sup> and Grand MetroCenter Park-and-Ride to a southern terminus in the center of Main Street near Union Station and the Crown Center, north of Pershing Road, as shown on Figure 1. The alignment would have two sets of tracks, one northbound and one southbound, except in the River Market District where a single set of tracks would circle the neighborhood in a counter clockwise direction. The majority of the streetcar improvements would be located within existing public rights-of-way.

Beginning in the River Market District the route would travel westbound on 3<sup>rd</sup> Street and turn south on Delaware Street. It would travel south on Delaware Street, crossing I-70/I-35, where it would turn on to Main Street and continue south to a terminus stop near Union Station. The southern terminus would be in the center of Main Street near where “The Link” crosses between Union Station and Washington Square Park. From the southern terminus, the streetcar would travel back to the north along Main Street, then Delaware Street to 5<sup>th</sup> Street, where it would turn eastbound on 5<sup>th</sup> Street and then north on Grand Boulevard, returning to the northern terminus at 3<sup>rd</sup> Street and Grand Boulevard.

**Streetcar Stops.** Along the Streetcar alignment stops would be spaced approximately every two blocks, generally at even numbered streets, with a platform to allow for boarding and alighting in each travel direction. The streetcar stops are expected to be similar in scale to the existing MAX BRT stops or standard bus stops, with some stops shared with existing bus service. Platforms would include shelters, transit system information, and other related features, and may include off vehicle fare machines. The majority of the stop platforms would be located on the far side of the cross-street intersections. There would be four single platform stops and seven paired platform stops as described below:

- North Market on 3<sup>rd</sup> Street west of Grand Boulevard (southbound)
- West Market on Delaware between 3<sup>rd</sup> and 5<sup>th</sup> Streets (southbound)
- South Market on 5<sup>th</sup> Street between Delaware and Grand (northbound)
- 8<sup>th</sup> and Main Street (southbound and northbound)
- 10<sup>th</sup> and Main Street: southbound at the existing KCATA 10<sup>th</sup> and Main Transit Plaza, and northbound north of 10<sup>th</sup> Street
- 12<sup>th</sup> Street (southbound and northbound)
- 14<sup>th</sup> Street (southbound and northbound)
- 16<sup>th</sup> Street (southbound and northbound)
- 18<sup>th</sup> Street (southbound and northbound)
- 20<sup>th</sup> Street (southbound and northbound)
- Union Station/The Link (South terminus stop-single platform in the median of Main Street).



**Figure 1: Proposed Streetcar Alignment and Stop Locations**

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**Length.** The Streetcar alignment would be approximately 2 miles long (from the northern terminus to the southern terminus) or a total of approximately 3.9 track miles. An additional section of non-revenue service trackway would extend from the northern terminus at 3<sup>rd</sup> Street and Grand Boulevard to one of the three vehicle maintenance facility sites under consideration.

**Operations.** The Streetcars would on two sets of at-grade tracks, one northbound and one southbound. It would operate in travel lanes shared with general traffic, generally in the lane closest to the curb except, from 20<sup>th</sup> Street south to the terminus stop at Union Station where it would operate in exclusive lanes in the center of Main Street. Also, non-revenue service trackway would be located between the VMF and the northern terminus at 3<sup>rd</sup> and Grand.

**Vehicle Maintenance Facility.** A Streetcar operations and Vehicle Maintenance Facility (VMF) would be constructed to support operation and provide vehicle storage and maintenance services, including vehicle inspection, exterior washing, interior cleaning, repair activities, and spare parts storage. The facility must accommodate a minimum of five streetcar vehicles (four active vehicles and one spare), based on a preliminary assessment of vehicle requirements. Space for operations and administrative functions would also be included. Three potential sites have identified in the area northeast of the River Market District, located in the Columbus Park neighborhood, east of Highway 9 between East 1<sup>st</sup> Street/Guionette Avenue and East 3<sup>rd</sup> Street. These sites, shown on Figure 3, were identified because of their proximity to the Streetcar alignment and compatibility with the industrial nature of surrounding land uses.

**Traction Power System and Substations.** The traction power supply and distribution system would include traction power substations, and overhead and underground wiring that would move power from the substations to the operating streetcar vehicles. All components, from the power utility supply to the vehicle pantograph's point-of-contact with the overhead wire, are included in this system. Streetcars would collect power from a contact wire by means of pantographs (i.e., hinged electric-rod device that collects electric current from overhead lines to power streetcars). The overhead contact wire would be a single wire (trolley wire) system. The traction power substations would be connected to the distribution circuits of the local power utility company. Five potential traction power substation locations have been identified, generally within existing public rights-of-way, parking garages or existing surface parking lots. Sites identified are at the following general locations:

- Site 1 is near the Vehicle Maintenance Facility sites
- Site 2 is near the intersection of Delaware and 6<sup>th</sup> Streets
- Site 3 is near the intersection of Main and 16<sup>th</sup> Streets
- Site 4 is near the intersection of Main and 20<sup>th</sup> Streets
- Site 5 is near the terminus at Main and Pershing

## 2. EVALUATION METHODS AND AREA OF POTENTIAL EFFECT

### 2.1 Research Methods

Following is a summary of the approach used for this *Historic Properties Survey Technical Report* process in support of the Kansas City Downtown Streetcar Project Environmental Assessment:

#### Field Survey:

- Reconnaissance Survey: The project area was initially examined to determine the number of properties to be included in the detailed survey. This activity was conducted in May 2012.
- Field Survey Methods: The intensive Historic properties reconnaissance survey was initiated. All structures or other potential historic resource over 50 years old were identified and examined for eligibility using archival research (see Archival Research, below).
- Site Visits: Several one-site visits to each property within the APE were conducted in order to fully assess the present condition and integrity of the property (i.e., identification of style, approximate date and obvious alterations and/or additions). This activity took place from May through July 2012.
- Photography: A digital image of each property, as required, was taken. Each inventoried property is keyed with the address of the property.

#### Archival Research:

- Previously surveyed resources were identified and inventory forms were collected.
- Nomination forms for properties previously listed in the National Register of Historic Places (NRHP) and/or the Kansas City Register of Historic Places, if applicable, were located and copied.
- Archival research was conducted in order to obtain information regarding the 42 properties that were not previously (before this study) examined, including two properties that were resurveyed due to modifications to the property since the previous surveys. All newly identified or changed properties were documented using a Missouri Historic Property Inventory Form and digitally photographed (4 x 5 images).
- Historical contexts of mass transit in downtown Kansas City and the individual neighborhoods within the APE were compiled and are included later in this report.

**Archival Information and Data Sources:** Research was compiled from, but not limited to, the following repositories and sources. For a complete list of all resources used for this report, please see the bibliography at the end of the report.

- Missouri Valley Room, Special Collections, Kansas City Public Library, Kansas City, Missouri. This local history room of the main branch of the public library is the repository for city directories, Sanborn Maps, atlases, trade journals, newspaper clippings, historic photographs and city and county histories.
- State Historical Society of Missouri-Research Center, Kansas City. This repository contains an outstanding collection of materials on Kansas City's built environment, including plans, drawings, periodicals and photographs.

- Historic Preservation Program, Department of Natural Resources, Jefferson City, Missouri. Missouri Cultural Resources Survey, National Register of Historic Places Nominations, and Determination of Eligibility reports are available through this office.
- Linda Hall Library, Kansas City, Missouri. This internationally significant engineering library includes a collection of professional engineering journals.
- Landmarks Commission, Kansas City, Missouri. Inventories, building permits and historic files are located in this office in City Hall.
- Ford, Bacon and Davis, Engineers, Greenville, South Carolina. Ford, Bacon and Davis were the designers and engineers for the Metropolitan Street Railway Company Powerhouse, located at 105 Grand Boulevard. Established in the late 1880s, Ford Bacon and Davis provided a company history.

#### **Evaluation of Project Effects on Identified Historic Properties:**

- Those resources not previously inventoried were examined using the *National Register Criteria for Evaluation* to determine National Register of Historic Places eligibility.
- Following the identification of historic properties, the next step was to evaluate the possible effects of the proposed project on all identified historic resources and/or districts. Project related effects could include “no historic properties affected, no adverse effect, or adverse effect” and were defined for all identified resources. Significant focus would typically be on any resource where there would be “adverse effects” from the project improvements. Typically if a project would have an “adverse effect” on any resource(s), then more extensive consultation would be required between FTA and the SHPO.
- This final report was prepared documenting the identification and evaluation of all resources that may be affected by the development of the proposed Streetcar Project. The report includes documentation of the historic context of the study area and assessment of whether the proposed action would have an effect on the identified resources, and whether the effect would be adverse.

**Section 106 Correspondence.** *Appendix A: Section 106 Consultation Correspondence* contains copies of the letters documenting consultation that has occurred so far and that is summarized below.

- On May 15, 2012, the FTA provided Notification of Undertaking and Request for Comments to nine Tribes.
- On May 17, 2012, the Iowa Tribe of Kansas and Nebraska notified FTA that they “have no objections to the proposed project if cleared through the SHPO.”
- On June 1, 2012, FTA initiated the Section 106 process with the SHPO and requested review of the APE.
- On June 7, 2012, Jason Ross of the Delaware Nation responded to FTA stating “the project does not affect sites of interest of the Delaware Nation.”
- On June 18, 2012, the SHPO responded to FTA concerning the proposed Downtown Streetcar Project and concurred with the APE.

## **2.2 Area of Potential Effect (APE)**

The Area of Potential Effect (APE) for the architectural analysis generally extends one (1) block in each direction from the proposed Streetcar alignment or approximately 300 feet from Main Street, including the properties along the eastern portion of Baltimore Avenue and the western portion of Walnut Street. In addition the APE was extended to include several areas within historic districts along the proposed route and an area east of the River Market in the Columbus Park Neighborhood where there are 3 potential sites for the Streetcar vehicle maintenance facility. A smaller APE was defined for the archaeological investigation, which is more consistent with the project footprint. The architectural APE is shown on Figure 2, on the next page.

## **3. DISPOSITION OF RECORDS**

Copies of this report and the supporting documentation are located at the Missouri SHPO office, the Kansas City, Missouri Landmarks Office, and the Federal Transit Administration office. A copy is also at the office of HDR Engineering and Architectural & Historical Research, LLC, Kansas City, MO.

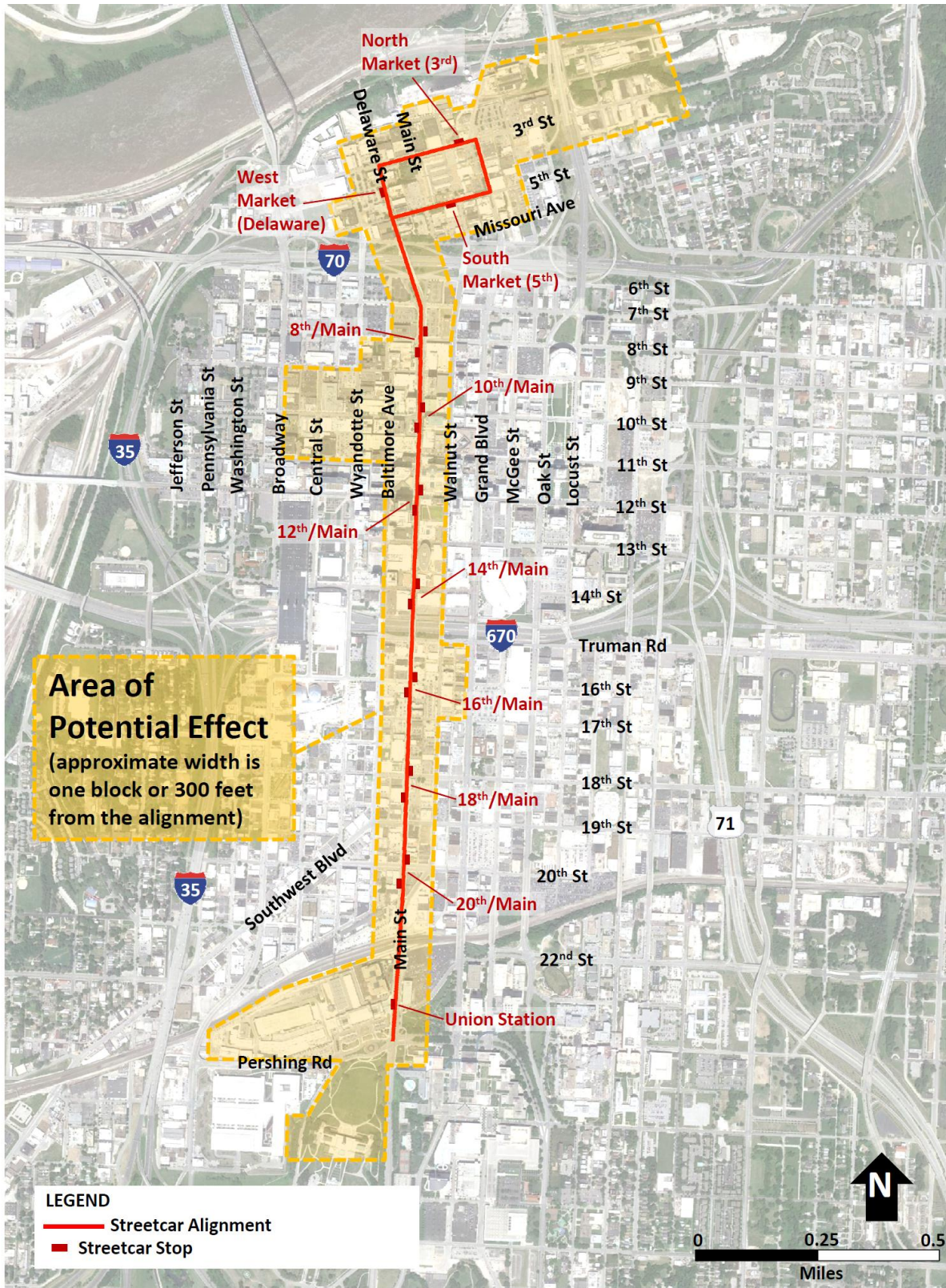


Figure 2: Area of Potential Effect

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## 4. RESULTS

### 4.1 Historic Context

This section provides an overview of “Mass Transit History in Kansas City, Missouri,” and its relation to the proposed Kansas City Downtown Streetcar Project.

Spanning the years from 1869, when Nehemiah Holmes inaugurated the first railway line, to 1957 which marked the end of the streetcar era, Kansas City has employed every available form of mass transit including horse and mule-drawn cars, to cable lines, electric traction, and trackless trolleys. Over the years the physical development of the urban mass-transit system has been “perhaps more varied than is the case with transportation systems operating in other cities of size comparable with that of Kansas City, since it has experienced almost every vicissitude possible in the development of a traction company.”<sup>1</sup>

Throughout the eighty-eight year period, well over 100 separate franchises and grants for the operation of a variety of urban mass transit systems, including The Kansas City Railway Company, The Grand Avenue Railway Company, and The Corrigan Consolidated Street Railway Company, had been awarded by the city. By 1905 The Metropolitan Street Railway Company, incorporated on July 19, 1886, took control of all the streetcar companies in Kansas City (fifteen companies had been absorbed in nineteen years). The Kansas City Railway and Light Company (organized in 1901) owned and controlled the Metropolitan, in addition to the Kansas City Electric Light Company.<sup>2</sup> In 1911, the Metropolitan was reorganized and emerged as the Kansas City Railways Company. After a series of post war strikes, which resulted in property damage and bloodshed, the railway went into receivership in 1920. The receivership ended in October 1926 when Kansas City Railways was succeeded by the Kansas City Public Service Company.<sup>3</sup>

Following WWII, when Kansas Citizens and the rest of the nation began their love affair with the automobile, the support of public transportation declined. Patronage fell from 136 million in 1946, to 66 million in 1954, reflecting both a post-war auto and gasoline production boom and the “dispersed nature of the expanded Kansas City metropolitan area in the postwar period.”<sup>4</sup> In June 1957, five months after the Kansas City Public Service Company’s streetcar franchise had expired, the last car lines (Country Club-Dodson and Rockhill), and two trolley bus lines were converted to motorbus. Soon thereafter, the corporate name of the Kansas City Public Service Company was changed to Kansas City Transit, Inc. Patronage continued to dwindle and by January 1969, the majority of Kansas City Transit’s assets were acquired by the Kansas City Area Transportation Authority (KCATA).<sup>5</sup> For the purpose of this

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<sup>1</sup> Bion J. Arnold, Report to Hon. William C. Hook, Circuit Judge, on the Value of the Properties of the Metropolitan Street Railway System of Kansas City, Missouri (Kansas City: n. p., 1912), 32.

<sup>2</sup> A. Theodore Brown and Lyle W. Dorsett, KC: A History of Kansas City, Missouri (Boulder, Colorado: Pruett Publishing Company, 1978), 106.

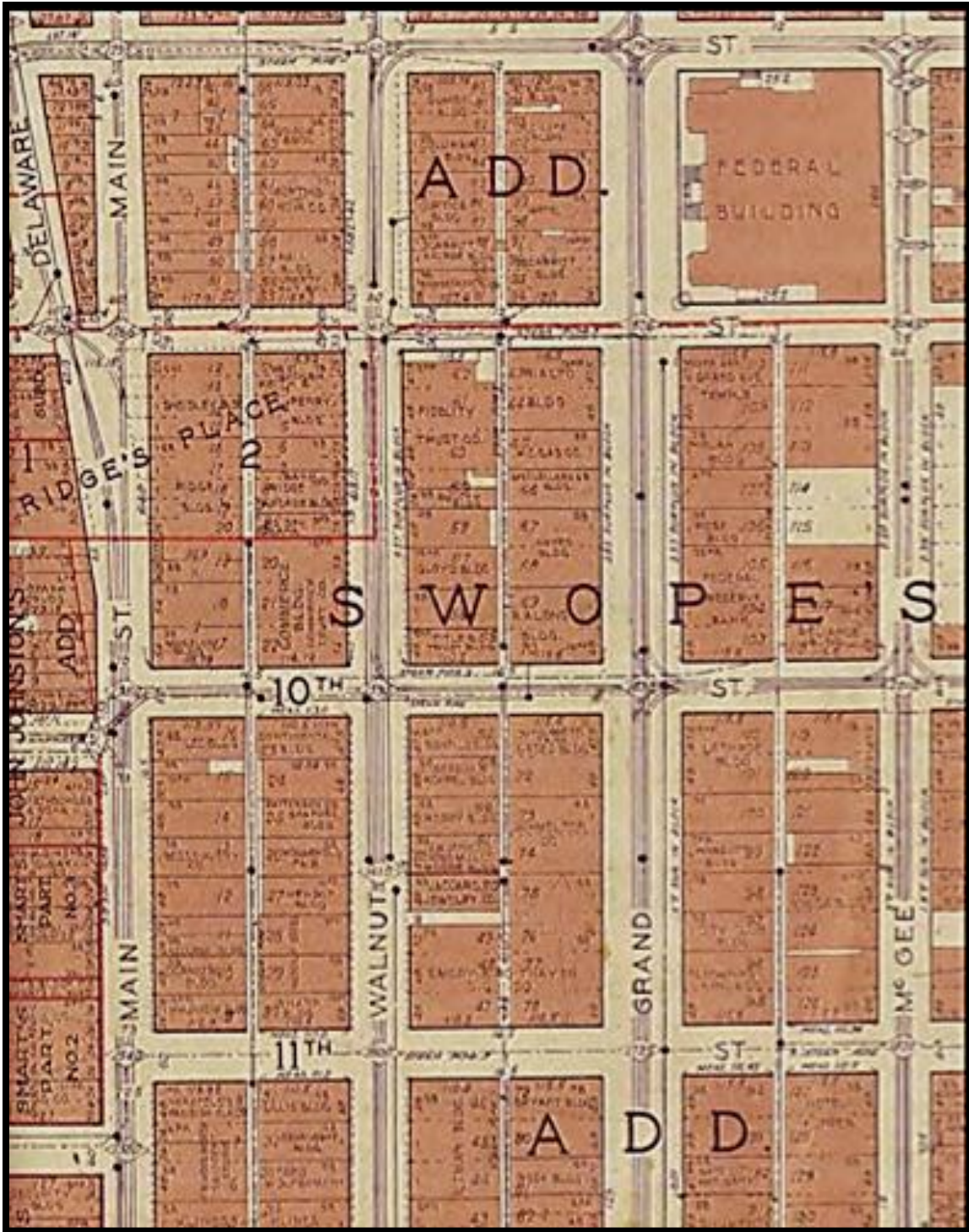
<sup>3</sup> Roy Ellis, A Civic History of Kansas City, Missouri (Springfield, Missouri: Columbia University, 1930), 101, 115; Terence W. Cassidy, “Kansas City,” Motor Coach Age, November-December, 1975, 5; Cydney E. Millstein, “Historic Mill Creek Viaduct, Kansas City, Missouri: Historical and Descriptive Data, Photographs and Plans,” May 22, 1996, 6.

<sup>4</sup> Millstein, “Historic Mill Creek Viaduct, Kansas City, Missouri,” 9.

<sup>5</sup> Ibid, 9.

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**Figure 3: 1925 CBD Streetcar Map**

Electric streetcar tracks in the Kansas City CBD along Main, Walnut, and Grand from 8<sup>th</sup> through 11<sup>th</sup> streets.

Source: Tuttle-Ayers-Woodward Company. *Atlas of Kansas City, Missouri and Environs*, 1925.

Note that there were double tracks throughout the area.

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report, only those lines, which historically were associated with the proposed streetcar alignment, are discussed in detail.

It is important to note that the thoroughfare presently designated for the location of the proposed Downtown Streetcar route, mostly along Main Street, has an undeniable link to the Kansas City metropolitan historic mass transit system, as described below. Extensions of and changes to these original lines that are most closely related to the proposed Streetcar alignment, are outlined separately.

Because it is not exactly certain which historic rail lines may have been buried under new roadway surfacing, it appears that there are no remnants of any of the above mentioned mass-transit lines in Kansas City. However, there are extant portions of the historic The Country Club line.

### **Horse Car Companies**

According to Roy Ellis in his book *A Civic History of Kansas City, Missouri*, “these early horse car lines were regarded as civic assets of supreme importance . . . and were the subject of much boastful pride on the part of the citizens of the town.”<sup>6</sup> Ellis described the general characteristics of the system as crude and rough. Along with horse and mule power, the cars were guided by a wooden turntable for turning cars around. It was not unusual that passengers walked alongside the cars in steep terrain. In the winter months, straw was strewn on the floors of the cars to warm customer’s feet.<sup>7</sup>

Horse car lines, such as the ones described below, were common throughout the United States. Widespread adoption of these systems took place during the time of the Civil War. Although the horse trolleys quickly became popular, city governments had strong incentives to replace the horse-drawn systems with that of cable traction.

Because of several factors including the slowness of travel (four to six miles per hour), pavement cleaning (a horse dropped more than ten pounds of fecal material a day and drenched the pavement with urine), and fear of disease (the Great Epizootic, a respiratory and lymphatic disease of horses), horse trolley systems gave way to cable lines.<sup>8</sup>

**Kansas City and Westport Horse Railroad Company.** Organized in 1869 by Nehemiah Holmes, one of the city’s pre-Civil War real estate promoters, the Kansas City and Westport Horse Railroad Company extended from the corner of 4<sup>th</sup> and Main Street east to Walnut Street, south to 11<sup>th</sup> Street east to Grand Avenue and south to 16<sup>th</sup> Street where the company’s barn was located. This continuous line consisted of three horse and mule cars, each seating twelve passengers; one car would start from 16th and Grand while another car ran south from 4th and Main. By 1871, the line reached the Town of Westport (by means of Linwood and Broadway) and a new bam was constructed at 23rd Street and Grand Avenue. Never a financially successful venture, the Kansas City and Westport Horse Railroad Company was sold in 1874 and reorganized as the Westport and Kansas City Horse Railroad Company. In 1880, Walton H. Holmes, son of Nehemiah, managed the new enterprise. In 1886 it was sold to the Grand Avenue Cable Company (see below) and converted to a cable line.<sup>9</sup>

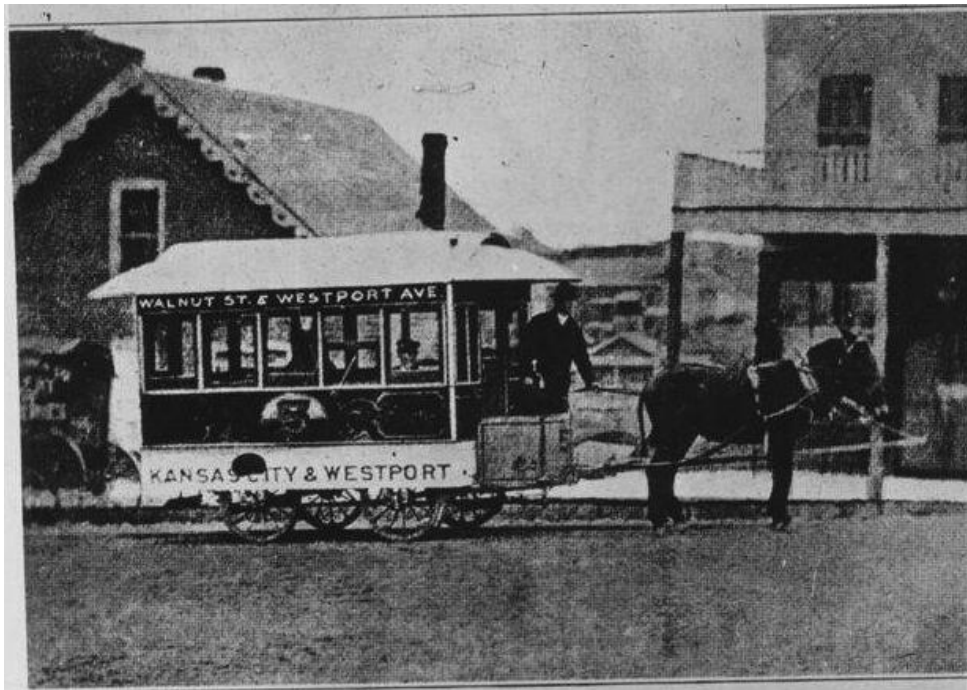
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<sup>6</sup> Ellis, *A Civic History of Kansas City*, 102.

<sup>7</sup> *Ibid*, 103.

<sup>8</sup> Cydney E. Millstein, “St. Joseph Railway, Light, Heat and Power Company Shops Building,” HABS No. MO-1930, United States Department of the Interior, National Park Service, January 1997.

<sup>9</sup> “Horse Cars,” *The Kansas City Journal Post*, February 18, 1923, n.p.; Theodore S. Case, ed., *History of Kansas City, Missouri* (Syracuse, NY: D. Mason and Company, 1888), 406-407; *A Civic History of Kansas City*, 101-104; *The Kansas City Times*, June 8, 1911, n.p. This last source outlines the various mass transit franchises in Kansas City from 1869-1903.



**Figure 4: Kansas City and Westport Horse Railroad Car**

Source: Missouri Valley Room Special Collections, Kansas City Public Library.

**Jackson County Horse Railroad Company.** Also organized in 1869, this railway company constructed the bulk of its line in the West Bottoms to State Line. A portion of their line, however, ran from the corner of 4th and Main Streets, to 5<sup>th</sup> and Grand Avenue south to 12<sup>th</sup> Street. It also included a portion of the Union Depot Street Railroad Company, which was purchased in 1874-75. This railway line was taken over by the Corrigan Consolidated Street Railway Company in 1884.<sup>10</sup>

### **Cable Railway Systems**

Kansas City was the third city in the nation to adopt a cable railway system, which grew to be the third largest in the country. From 1885 to 1900, the cable car was Kansas City's principal means of transportation and by 1888, there were six cable companies in operation, employing over 1,200 men and representing an overall investment of approximately \$10,000,000. Consequently, Kansas City's streets experienced an extraordinary boom in cable development and implementation, which in turn, changed the general character of the landscape and ultimately, helped to induce the city's expansion.

Numerous schemes for the development and improvement of the city were founded with remarkable rapidity. Real estate men saw their opportunity, and with the sagacity peculiar to their class, seized upon it. They saw that ultimately cable lines, annihilating distance and removing time, would penetrate to the exteriors of the city and additions were laid off as fast as they could be surveyed and the plats filed. The

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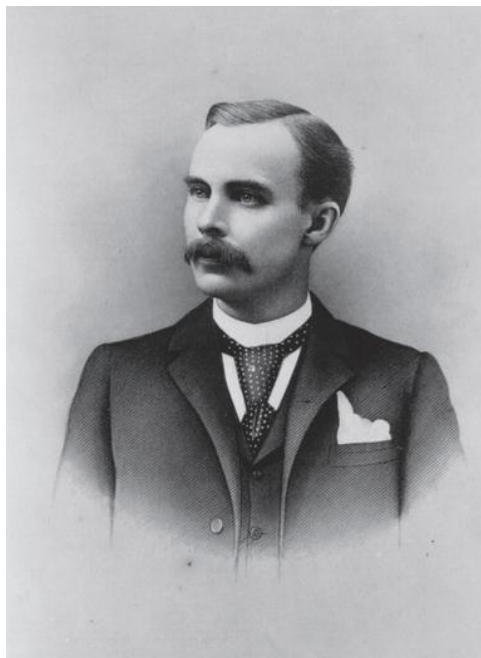
<sup>10</sup> *Ibid.* The Corrigan Consolidated Street Railway Company was incorporated on July 16, 1884 and was conveyed to the Metropolitan Street Railway Company on July 24, 1886.

problem of rapid transit through the city, across the ravines and over the elevation was solved . . . The prosperity of the city was greatly advanced.<sup>11</sup>

The cable system in Kansas City functioned very similar to the original cable street railway line conceived by Andrew S. Hallidie in 1873. Passenger cars were propelled by an endless wire cable that moved continuously, passing at some point through an engine house around a driving drum. The cable was placed in a conduit between the rails. Certain cars were provided with a “grip”, which controlled speed. Often a grip car was coupled with a passenger car; frequently, however, the gripping apparatus was situated in the forward section of the passenger car. Hallidie’s grip design originally featured a screw-operated mechanism operated by a handwheel. Subsequently, the “grip” was later designed to resemble a brake handle and constituted the basic change from Hallidie’s handwheel device.<sup>12</sup>

**The Kansas City Cable Railway Company.** Robert Gillham (1854-1899), the pioneer of the cable line in Kansas City, Missouri, was responsible for organizing The Kansas City Cable Railway Company, Kansas City’s first cable traction enterprise.

New Jersey native Gillham, an engineer by training, moved to Kansas City in 1878, and immediately proposed a plan to connect the city’s central business district on the bluffs, via a wrought-iron trestle, with the commercial section 200 feet below in the West Bottoms. He applied for a franchise in 1881, but initially was rejected due to opposition of local horse and mule-car operators.



**Figure 5: Robert Gillham (1854-1899)**

Source: Missouri Valley Room Special Collections, Kansas City Public Library.

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<sup>11</sup> *History of Kansas City, Missouri*, 410.

<sup>12</sup> William D. Middleton, *The Time of the Trolley: The Street Railway from Horsecar to Light Rail*, Vol. I (San Marino, CA: Golden West Books, 1987), 35-51.

On April 20, 1882, along with financiers George J. Keating and William J. Smith, Gillham procured a franchise for the construction of his cable line. One year later, on July 5, 1883, the Kansas City Cable Railway Company was organized and construction of the nascent line began. The inauguration in June 1885 of the company's original route, named the Ninth Street line, marked a new era in Kansas City's history. The route, extending from 8th and Woodland Avenue to the Union Depot on Union Avenue, used Grand Avenue (now Boulevard) for the transition from 8th to 9th Streets. Known as "Dead Man's Curve", this turn produced an "extremely difficult pull curve . . . impossible to turn in partial release in either direction without running the most severe hazard of losing the grip on a major grade."<sup>13</sup> Local accounts reported that many a passenger was thrown out of a car on this treacherous turn.<sup>14</sup>

A series of extensions of the KCCR's Ninth Street Line were constructed in 1886, 1887 and 1889, thereby connecting the east and southwest sections of the city. Financially, the KCCR was, at the time of its operation, the most successful company in Kansas City, returning "about 30% in its first year."<sup>15</sup> In 1895, when it was acquired by the Metropolitan Railway Company, the KCCR had a capital stock worth over 1 1/2 million dollars.<sup>16</sup>

**The Grand Avenue Railway Company.** Succeeding the Westport & Kansas City Horse Railway Company (see above), the Grand Avenue Railway Company was incorporated on March 27, 1886. Walton H. Holmes, who headed the Westport line, reformed his company after receiving a franchise in January 1886 to convert his existing line to cable.

The original route was the company's main line which ran from 3<sup>rd</sup> and Walnut Streets, north on Walnut to 1<sup>st</sup>, then to the corner of 1<sup>st</sup> Street and Grand Avenue on the banks of the Missouri River, south on Grand to 3<sup>rd</sup>, to Walnut Street to 13<sup>th</sup> Street, back to Grand Avenue, then Main Street to 39<sup>th</sup> Street in Westport. A branch of this line, the Fifteenth Street line, extended from 15<sup>th</sup> Street (Truman Road) and Grand Avenue, east to Kensington Avenue. Both lines were completed in 1887. A powerhouse at 15<sup>th</sup> and Grand was also the location of the company's offices.

A steam "dummy" line was placed on a single track from Hunter (Linwood Boulevard) and Main Streets to Broadway, then south to 39<sup>th</sup> Street and west to Rosedale Avenue. An additional line, constructed in

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<sup>13</sup> George W. Hilton, *The Cable Car in America* (San Diego: Howell-North, 1982), 255. Hilton states in his chapter on the Kansas City Cable Railway the "Dead Man's Curve" located in Kansas City was "one of the two notable in the country." See also *Report...on the Value of the...Metropolitan Street Railway System*, 101-102; *History of Kansas City, Missouri*, 407-411. The Kansas City Cable Railway Company financed and constructed the Ninth Street Incline that carried the Ninth Street line west to Union Depot. Affectionately referred to as the "Big-Dipper", the Ninth Street Incline, at a grade of 18 1/2 percent, was opened to the public on June 15, 1885. It was shut down on April 6, 1904.

<sup>14</sup> *The Kansas City Star*, May 13, 1947, n. p. Hilton reports that Kansas City's "Dead Man's Curve" was "a continual source of mild accidents; in 1897, for example...H.W. Evans, returning from a dentist's office, was still so imperfectly in control of his faculties from anesthesia that he failed to take a firm grip at the curve, and was pitched into Grand Avenue."

<sup>15</sup> *The Cable Car in America*, 257. In April 1885, while he was supervising repairs in the 9th and Washington Street powerhouse during construction of the Ninth Street Line, Gillham suffered a severe accident. Although he eventually recovered from a fractured skull, his involvement was curtailed and he really never realized much financial success from his pet project. Clift Wise, a young engineer, completed Gillham's work on the line's extensions. Smith sold out his interest in 1894 for \$852,000. Subsequently, Gillham invested in and promoted several rival, local cable companies. Additionally, he was involved in the Omaha cable system, The Denver Cable Railway, the Montague Street Cable Railway, Brooklyn, New York, and the Cleveland Cable Railway.

<sup>16</sup> Report. . . On the Value of the . . . Metropolitan Street Railway System, 101; See also the *Metropolitan Street Railway Company, Annual Report*, June 15, 1896. Discussions of the Kansas City Cable Railway can be found in *The Street Railway Journal* 4 (January, 1888) and 6 (February 1890).

1888, was operated on Holmes Street. On May 21, 1895, The Grand Avenue Railway Company was acquired by deed by the Metropolitan Street Railway Company.<sup>17</sup>



**Figure 6: Grand Avenue Cable-Car**

Grand Avenue Railway cable car making loop near 1st and Grand, 1887  
Source: Missouri Valley Room Special Collections, Kansas City Public Library

**The Metropolitan Street Railway Company.** Incorporated on July 19, 1886, The Metropolitan Street Railway Company had its beginning in the purchase of the Corrigan Consolidated Street Railway Company, a horse line that was a consolidation, in 1884, of several subsidiary companies. Two of the six lines operated by Corrigan at the time of its acquisition by the Metropolitan were located, in part, in the center of the city: The 5<sup>th</sup> Street Line and the 12<sup>th</sup> Street Line. During a two-year period, from 1887 through 1888, the Metropolitan Company took advantage of the ordinances permitting cable construction acquired in the purchase of the Corrigan line and subsequently, rebuilt portions of the 5th and 12th street lines.<sup>18</sup>

<sup>17</sup> *The Cable Car in America*, 271-276; *History of Kansas City, Missouri*, 412-413; *Report. . . On The Value of the . . . Metropolitan Street Railway System*, 102-104. The current Downtown Streetcar route closely parallels the Grand Avenue Railway Company's historic route.

<sup>18</sup> The history of the Metropolitan Street Railway Company is covered in several sources including: *Report. . . On The Value of the . . . Metropolitan Street Railway System*, 32-34, 97-106 (this comprehensive report includes a chart illustrating the company's acquisitions); *The Cable Car in America*, 265-270; *History of Kansas City, Missouri*, 413-414; *KC: A History of Kansas City, Missouri*, 105-107; and in *The Metropolitan Street Railway Company's Annual Reports*. The consolidation of Kansas City's mass transit lines was continually reported in various issues of *The Street Railway Journal*, as early as April

As mentioned above, the Metropolitan Street Railway Company had assumed control of fifteen mass transit companies by 1905. In doing so, it monopolized the entire metropolitan area, including Kansas City, Missouri; Kansas City, Kansas; Rosedale and Independence.

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1895. A lengthy article covering the general operations of the MSRC appeared in "System of the Metropolitan Street Railway Company of Kansas City," *Street Railway Journal*, 14 (February 1898), 67-72.



## Electric Traction

By 1908, all lines of the Metropolitan Street Railway, except the western section of the 12<sup>th</sup> Street Line, had been converted to electricity. At the time of the conversion, the Metropolitan operated over 200 miles of single track and maintained 600 cars.<sup>19</sup> Most of the principal car types that were used by the Metropolitan were universal throughout the United States. As described in William D. Middleton's *Time of the Trolley*, they included the closed car (the most common type), the open car, the center-entrance car, the convertible car, and the streamlined PCC (developed during the Presidents' Conference Committee during the 1930s).

Kansas City's adoption of the overhead system of current collection was also typical of the rest of the country. This type of system, as characterized by Middleton, employed a trolley pole which was held against an overhead wire by means of spring tension in a swiveling trolley base; power was generated, in the early years, by power houses and later, by substations. Single and double iron tracks featuring various forms of welded or cast joints were commonly used and were set on conventional wooden railroad ties, often supported by steel ties or concrete supports.



**Figure 7: Pershing Road**

Looking west along Pershing Road from just east of Main, 1926

Source: Missouri Valley Room, Special Collections, Kansas City Public Library

<sup>19</sup> Carrie Westlake Whitney, *Kansas City, Missouri: Its History and Its People, 1808-1908*, Vol. I. (Chicago: The S.J. Clarke Publishing Company, 1908), 272-273. The harrowing 12<sup>th</sup> Street trestle, which carried the westernmost section of the Metropolitan's 12<sup>th</sup> Street cable line, was the location of the last fragment of Kansas City's entire cable network. The final train ran on October 13, 1913.

It is interesting to note that many years prior to the total electrification of the city's mass transit lines--- and even before the introduction of cable traction to Kansas City---John C. Henry, an uncelebrated telegraph operator, was experimenting with the use of over-head cable. Because Kansas City, like other cities across the nation, was in the height of the cable craze, Henry never had the chance to convince the public that his invention had merit. The story of Henry and his legacy to Kansas City is as follows.

John C. Henry. Before the induction of Frank Julian Sprague's Richmond Union Passenger Railway Company (1887-1888), the first truly successful electric railway system in the United States, there were several individuals who experimented with electric traction. Leo Daft, Edward M. Bentley, Walter H. Knight, Sidney H. Short and Charles J. Van Depoele were all ambitious inventors who "developed the electric railway to the edge of practicality."<sup>20</sup> Noted among these men was John C. Henry, "the pioneer of electric railway in Kansas City"<sup>21</sup> and the first in the nation to employ the use of overhead current collection."<sup>22</sup> Henry's initial successful experiment took place on a track at 39<sup>th</sup> and Broadway Boulevard.<sup>23</sup>

Born in Woodstock, Ontario, in 1848, John C. Henry immigrated in the early 1870s to Trego County, Kansas, where he prospered as a farmer. Henry, by training, was also a telegraph operator and experimented frequently in electricity. While on his farm in Wakeeney, Kansas, Henry conceived his idea of operating a car by electricity by means of an overhead trolley wire. Several historical accounts state that Henry approached a local architect by the name of Cobleigh, who prepared drawings of his invention for submittal to the United States Patent Office, Washington, D.C. Henry's immediate plans were thwarted, however, when western Kansas was hit by a grasshopper plague. Consequently, Henry lost his livestock and property.

All but bankrupt, Henry left the Kansas plains for Kansas City, Missouri, in 1880 and began work as a telegraph operator and train dispatcher for the Kansas City, Fort Scott and Memphis Railroad. During his spare time, he continued his research in electricity and in March 1884, Henry secured his first patent for a combined electric fire and police alarm.<sup>24</sup> In the fall of that year, Henry convinced several local capitalists to invest in his electric trolley inventions, thereby introducing Kansas City and the nation to a new form of mass transit. The new enterprise, The Henry Electric Railway Company, began experiments on December 15, 1884, with a capital stock of \$500,000.

The components of Henry's trolley apparatus, composed of a two-wire overhead system that featured a troller (roller) for current collection, were initially tested during the winter of 1884. In an article that appeared in *The Street Railway Review*, October 15, 1900, Henry wrote that he was offered the use of an old horse car and a half-mile of track between the town of Westport and the Kansas City Fair Grounds, from Walton H. Holmes, president of the Westport and Kansas City Horse Railway Company, for his trial run. The location for this landmark experiment was at 39<sup>th</sup> and Broadway; a frame building (no longer extant) near 39<sup>th</sup> Street was selected as a power house. In his own words, Henry described the undertaking:

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<sup>20</sup> *The Time of the Trolley*, 64.

<sup>21</sup> *A Civic History of Kansas City, Missouri*, 108.

<sup>22</sup> *The Time of the Trolley*, 60. In an obituary Henry was characterized as "one of the world's pioneer inventors of electrical apparatus for street railways." See "Death of John C. Henry," *Street Railway Journal*, 17 (1901), 578.

<sup>23</sup> "History of the Street Railways in Kansas City," *The Railwayman*, 6 (February 1923), 4. The article was based on a previously published article by John C. Henry, which appeared in *The Street Railway Review* (October 15, 1900). See also Floyd C. Shoemaker, ed., "Missouri History Not Found in Textbooks," *Missouri Historical Review*, 15 (July 1921), 729.

<sup>24</sup> John C. Henry, "Combined Fire and Police Alarm," Patent No. 295,249, March 18, 1884. As listed in *Specifications and Drawings of Patents issued from the United States Patent Office for April 1884* (Washington, D.C.: Government Printing Office, 1884), 1153-55; 318-319 (drawings).

*We suspended a pair of hard drawn copper wires of No. 1 gage over the track at an elevation of about 14 feet from the ground. This wire was supported from the brackets and span wires by thin metal straps, which left the underside of the trolley wire smooth, providing an unobstructed runway for the trolley, which was a small carriage having grooved horizontal contact wheels which ran along and gripped the underside of the wire. The trolley was connected to the car by flexible wires leading from a pole or mast on the car roof, the object being to provide a flexible connection at all times with the wire which in several places was a dozen feet to one side of the track.*

*Our car was an open summer one with seats down the center facing outward. This construction permitted the motor to project up through the floor onto the front platform...It was supported in an iron frame with speed changing gearing somewhat similar to that used in lathes. The frame at one end had a bearing on the car axle, and was spring supported at the other [end]. The motor was regulated with a rheostat.<sup>25</sup>*

None of the company's officers and directors was brave enough to take the trial trip, so Henry rode solo. After attaining a speed of twelve miles an hour, the car jumped the track, coming to an abrupt stop high up on a bank. After damage to the car was repaired, Henry was dumped on the next run over a hedge fence alongside the track. Undaunted by the event, Henry explained that "we were usually able to get back onto the track because we had connection with both wires and could change the gearing . . . to obtain tremendous leverage."<sup>26</sup> In spite of these incidents, Henry's electric trolley was hailed a success by his investors.

In 1885, the same year the cable car was introduced to Kansas City, Henry filed two patents with the U.S. Patent Office that enabled him to organize a new electric traction line. One of these patents, "Speed-Changing Mechanism"<sup>27</sup> was designed for vehicles propelled by electricity, while the second "Electric Railway" consisted of a complete description of an electric motor and car, trackway and overhead conductors, overhead support, insulator, and conduits of the system.<sup>28</sup> Subsequent to obtaining these patents, Henry attempted to organize a new electric line in the fall of 1885, but on the advice of his directors, consented to continue his experiments for another year.<sup>29</sup> Then on January 23, 1886, the Henry Electric Company incorporated and received a charter, which took control of the patents made by Henry, in addition to the promotion of electrical locomotion.

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<sup>25</sup> As quoted in *The Railwayman*, March 1923, 3-4.

<sup>26</sup> *Ibid*, 4.

<sup>27</sup> John C. Henry, "Speed Changing Mechanism," Patent No. 345,057, July 6, 1886. As listed in *Specifications and Drawings of Patents Issued From the United States Patent Office for July 1886* (Washington, D.C.: Government Printing Office, 1886), 363-367, 91-92 (drawings).

<sup>28</sup> John C. Henry, "Electric Railway," Patent No. 345,845, July 20, 1886. As listed in *Specifications and Drawings of Patents Issued From the United States Patent Office for July 1886* (Washington, D.C.: Government Printing Office, 1886), 1504-1508, 390-391 (drawings).

<sup>29</sup> July 14, 1885, Henry addressed the stockholders of the Henry Electric Railway Company about his inventions and patents. See John C. Henry, "Electric Railways," *The Kansas City Review Devoted to Science, Art, Industry and Literature*, 9 (August 1885), 25-27, for a reprint of his speech.

After a series of successful operations of his electric inventions on a segment of the Kansas City, Ft. Scott & Gulf Railroad, Henry began the conversion of the East 5<sup>th</sup> Street horse line to electric traction, although his original investors had shifted their interests to the booming real estate market in Kansas City.<sup>30</sup> He succeeded, however, in organizing a new enterprise, The Kansas City Electric Railway Company, in the fall of 1886 and with financial backing, Henry leased double tracks on the existing East Fifth Street Line. By October, an engine house had been constructed with the engines and boilers in position, and cars had been delivered. But due to a city council repeal of the East Fifth Street Line's franchise, whose tracks the Kansas City Electric Railway Company had leased, the company suffered a slight delay in operation of their new electric line.

Apparently, the repeal had no effect on the implementation of the trolley line. In an 1887 issue of *The Street Railway Journal* it was reported that, "The Kansas City Electric Railway has proven a complete success." The article stated that the line carried "thousands of passengers daily . . . with four and five [summer] cars regularly...at a speed of eight miles an hour."<sup>31</sup> However, with the onset of winter and the increase in public sentiment for cable cars, patronage all but disappeared, and the company fell into receivership. Unable to persuade investors to back his scheme for a permanent line, Henry left Kansas City for San Diego to install his system of electrification for the new Electric Rapid Transit Street Railroad Company.

In 1889, Henry left San Diego for New York where he remained for a number of years investigating electric railroad properties and improving his traction systems. It was during these years that he attained considerable prominence as an expert to some of the largest electric corporations, including the Stanley Electric Manufacturing Company. By 1901, the year of his death, Henry had received 73 patents. In addition, there were three applications for patents on automobiles, gearless motors and series-parallel controllers which were pending in the U.S. Patent Office. After a battle with lung disease, Henry died in Denver on May 3.<sup>32</sup>

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<sup>30</sup> Henry stated in the May 21, 1886 issue of *The Electrician* that on "January 29, 1886, I hitched our electric car Pacinotti to a Kansas City, Fort Scott & Gulf coal car, weighing 17,500 pounds. . . Yesterday I coupled the same motor car to a Chicago, Burlington and Quincy car. . . I claim the distinction of being the first to haul regular standard gauge freight cars by electricity."

<sup>31</sup> "Kansas City Electric Railway," *The Street Railway Journal*, 1887, 684. Several unbound pages of *The Street Railway Journal* were located in the Terence Cassidy Collection, Western Historical Manuscript Collection, University of Missouri-Kansas City. Often specific publication dates and volume numbers were not identified.

<sup>32</sup> Biographical information regarding John C. Henry was gleaned from several sources, in particular: *Time of the Trolley*, 60-62; *The Railwayman*, 6 (February 1923), 3-5; and 6 (March 1923), 3-4; *A Civic History of Kansas City*, 108-109; and "Death of John C. Henry," *Street Railway Journal*, 17 (1901), 578.

### **Freight Lines, Extensions and Mergers: The Dodson/Country Club Lines**

Originally operated as a steam-powered, dummy freight line, the Dodson Line ran from on an eight mile track from 85<sup>th</sup> and Prospect Avenue to 40<sup>th</sup> and Summit streets.<sup>33</sup> The small-scale team railroad was called a dummy line because its engine was hidden behind the familiar siding of a horse car in order to prevent frightening horses that passed the line on its intercity route. This historic railway was the only facility for transferring freight cars to and from the Westport industrial district. In 1907, the Metropolitan Street Railway Company took over the dummy line and electrified it, maintaining and improving the freight terminals and incorporating the rail line with its passenger-carrying electric system. Passenger and freight cars used the same tracks of the 8-mile route, diverging at the edge of the terminal yards until the last of Kansas City streetcars ran on June 23, 1957.



**Figure 8: Club "56" Line**

Route 56, Country Club line car traveling near Grant's Department Store, located at 1917 Main, c. 1950s  
Source: Missouri Valley Room, Special Collections, Kansas City Public Library.

At one time the Dodson Line “gave promise of furnishing the most direct service to the south side of the city.” Shortly after the line was electrified, the line was “double-tracked, following the right-of-way to 59<sup>th</sup> Street,” adjacent to the comparatively undeveloped Country Club residential district. The historic Dodson line was later incorporated into the Country Club Line, which operated one of Kansas City’s most

<sup>33</sup> The Dodson Line has its roots in the Kansas City and Clinton Branch of the Tebo and Neosho Railroad Company (1870). It later took the title of the Kansas City, Memphis and Mobile Railroad Company and in 1880 it was sold to the Kansas City Southern Railway Company. The property was next acquired by the Kansas City and Southeastern Railways Company and then by the Kansas City and Westport Belt Railway Company incorporated on July 16, 1897. The Dodson line was operated by the KC&WBR, which leased cars and purchased power from the Metropolitan Street Railway Company from 1907. Under the terms of the franchise of July 7, 1914, the Kansas City & Westport Belt was merged with the Kansas City Railways Company; thus the Dodson line became the property of the KCR Company. See *Report . . . On the Value of the . . . Metropolitan Street Railway System*, 126-127; “The Dodson Line,” *The Railwayman* 6 (January 1923), 11; “Community Freight Service,” *Electric Railway Journal* 58 (1921), 242.

picturesque streetcar routes along the private right-of-way. This historic remnant of the Country Club Line, owned by the KCATA, remains intact. A portion of this route was converted into a pedestrian/bicycle trail.

### **The Question of Appropriateness of Placing Rail Transit on Kansas City's Boulevards: Historic Context and the Original Boulevard Plan for Kansas City**

In helping to understand and assess some of the more critical concerns regarding the historic context of Kansas City's boulevard system and its relation to public transportation, it is important to consider Main Street and Grand Boulevard and its association with Kessler's original parks and boulevard plan for Kansas City, in addition to the advent and implementation of a city-wide mass transit system (as discussed above).

Perhaps the most complete example of a comprehensive city plan was the 1893 program for a park and boulevard system for Kansas City, Missouri. Largely envisioned by the brilliant landscape architect George Edward Kessler (1862-1923), the 1893 report fused all of Kessler's prior experience with the Romantic Park movement and the ideals of the City Beautiful. In a nutshell, it preserved the major topographic features of the landscape and joined them together as a continuous open space system with boulevards and parkways. The plan also proposed civic beautification, replacing slums with formal sunken gardens, fountains, pergolas and flowerbeds. Thus, the park and boulevard system of Kansas City integrated one of the principal goals of the City Beautiful . . . "the monumental and scenic restructuring of the center of the city."<sup>34</sup>

When Kessler selected his boulevard routes, Grand Avenue, as it was then called, was never part of his original vision or included in subsequent plans for Kansas City, Missouri. This was due to the fact that as early as 1858, Grand Avenue was already in existence. In Charles Spalding's *Annals of the City of Kansas* (1858), it was stated that Grand Avenue was "decidedly one of the handsomest and most attractive streets in the State"<sup>35</sup> and already one of the principal business streets of the city. Because Grand Avenue had developed as a commercial strip with blocks of businesses closely hugging the street, it was extremely difficult for Kessler and city leaders to adopt and implement the standard 100-foot boulevard as recommended in the 1893 report. This standard developed a central roadway forty-feet wide with thirty-feet of parking on each side. The parking areas included three rows of trees on each side of the street, with sidewalks of eight feet. Considering the overall condition of the existing built environment, it would have been impossible to physically and appropriately convert this densely populated thoroughfare into the proposed landscape plan. It is also important to point out that it was not until August 1990 that Grand Avenue was formally endorsed as a boulevard, under the jurisdiction of Kansas City's Park Department.

It is clear that an extensive system throughout the urban core and beyond was well in place by the turn-of the century. By 1894, Kansas City boasted of the third largest cable system in the country and by 1908, nearly all 200 miles of track had been converted to electricity. A 1925 *Tuttle-Ayers-Woodward Company Atlas of Kansas City, Missouri and Environs* illustrates the exact location of these lines, including multiple tracks in place on Grand Avenue and Main Street. It cannot be ignored that mass transit in Kansas City was a necessary and well-used means of transportation and its location, in many

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<sup>34</sup> As quoted in Tourbier and Walmsley, Inc., Architectural & Historical Research, Kansas City, Missouri and Theis Doolittle Associates, Inc., Kansas City, Missouri, "Landscape Architectural/Historic Survey of Parks and Boulevard, 1893-1940, Kansas City, Missouri," Board of Parks and Recreation Commissioners, Kansas City, Missouri, and Department of Natural Resources, Jefferson City, Missouri, Vol. I, 31.

<sup>35</sup> Charles Carroll Spalding, *Annals of the City of Kansas* (Kansas City: Van Horn and Abeel's Printing House, 1858), 39.

instances, spurred commercial and residential development. Kessler, in his 1893 report, recognized the viability of mass transit and incorporated roads with existing overhead lines into his plan.

### **Architectural/Historic Overview and Context**

The following analysis contains historical information taken primarily from the “Old Town Historic District National Register of Historic Places Nomination (1977),” the “Midtown Survey (1985),” and the “Historic Analysis Central Business District (1986),” all written by Sherry Piland, an architectural historian formerly with the Landmarks Commission. In both the CBD and Midtown reports, Ms. Piland organized a succinct, general history of Kansas City in chronological order by decades. Applicable data was often pulled directly from these reports and correlating architecture, as catalogued and inventoried along the proposed Downtown Kansas City Streetcar Project, was referenced within the historic context within each identified district recognized by the Landmarks Commission, Kansas City, Missouri (see below).

Other sources were examined and used in the text of this report including “Landmarks Commission Historic Resources Survey Plan of Kansas City, Missouri”, which includes a comprehensive historical overview of Kansas City, historical contexts and corresponding property types, and recommendations for further survey or resurvey; *Kansas City, Missouri: An Architectural History, 1826-1976*; and *Kansas City a Place in Time*.

It is important to note that while this survey and final report aimed to inventory and analyze all of the properties located along the proposed Downtown Streetcar route, it was not the intent to extensively document the development of each district. The above named studies should be referred to if additional historical information is necessary. The four districts outlined within this report are as follows: Old Town/River Market, Columbus Park Neighborhood, The Central Business District and Midtown. The architectural/historical overview ends in 1965, the (approximate) date established by the arbitrary fifty-year limit imposed by the National Register.<sup>36</sup> Following this report is a section outlining those properties presently listed in the National Register and/or Local Register, in addition to those eligible for National Register listing.

**Old Town/River Market Area.** The River Market or Old Town Area, bounded on the north by the Missouri River, on the south by I-70/35, on the east by the approaches to the ASB Bridge, and on the west by Broadway, is the original, commercial center of Kansas City and an important early Missouri River landing site. The River Market is comprised of the 10-acre 1940s City Market (at the site of the original 1857 Public Market), a wide variety of mid-to late-19<sup>th</sup> century and 20<sup>th</sup> century commercial buildings, and a riverfront archeological site.

Included in the River Market area are several individually NR listed properties and the 16 block Old Town Historic National Register District (with expansions I through IV), located in the general vicinity of Grand and Missouri Avenues and Wyandotte and Second Streets. Reflecting the layout of the entire River Market area, the NR district is plotted with streets that run roughly at right angles and parallel to the Missouri River. The Old Town district, the site of the incorporation of the Town of Kansas in 1850 and encompassing all of the original plat of “Old Town” (the first plat in the city) is the oldest area of Kansas City. Grand Avenue, included in the proposed Downtown Streetcar route, commercialized as early as 1859, was the earliest access to the Missouri River. Kansas City’s first (and second) city hall, first cemetery, original town square and early county government buildings were situated in Old Town. Public transportation to and from the River Market area was made possible by Nehemiah Holmes who

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<sup>36</sup> While the fifty-year cut-off date would be 1962, officials from FTA and the MO SHPO agreed on a cut-off date of 1965 as that may be the date of the implementation of the Downtown Streetcar project

operated his Kansas City and Westport Horse Railway Company that ran a mule and horse line from 4th and Main Street to the Town of Westport. The first of Kansas City's mass transit lines, the Kansas City and Westport Horse Railway Company helped to stimulate business and promote development to the south, east and west of Old Town.

Typically, the buildings located in the River Market area are constructed close to the sidewalks or curb line with the long axis at right angles to the street; height varies from one to six stories. The majority of the properties are of brick, feature flat roofs and stone foundations. Several of the late 19th century and early 20th century properties are embellished by rich stone and/or brick work and cast iron facades.

Of the 117 properties that were surveyed in the River Market area as part of this study, it was found that 105 buildings and structures are listed in the National Register of Historic Places within a district or individually listed (Old Town Historic District, including four expansions to the original nomination, and The Cold Storage Lofts). There are eight properties that were surveyed within the River Market area as part of this study that appear eligible for listing in the National Register (see Table No. 3). The most significant of these properties is the historic Metropolitan Street Railway Company Power Plant built in 1903-1904 in the Romanesque Revival Style. Along with its affiliated buildings, it dominates the streetscape in the northeast section of the River Market Area. Until this study, the property has not been examined in depth.

Another property that appears to have historical significance is the Chicago and Alton Railroad Depot, attrib. to the brilliant engineer Octave Chanute. Its date of construction is c. 1886. Like the Metropolitan Street Railway Power House, it too, has not been the focus of any previous study.

One of the earliest attempts to revitalize the River Market area began in 1972. Called the River Quay, this venture failed and as a result, several properties were left vacant and subsequently, many historic buildings were demolished. Beginning in 1987, a significant number of properties, mostly within the Old Town NR district, were successfully renovated by the River Market development project and individual developers. In addition, the Town of Kansas archeological site was the subject of several inventory survey projects. A significant urban planning project is that of the 2<sup>nd</sup> Street Corridor and Missouri River Pedestrian Bridge. The former added distinctive landscaping to the River Market, while the former stretches from 2<sup>nd</sup> and Main Street north to the Missouri River as an outlook platform and connection to the Missouri River Heritage Trail.

**Columbus Park Neighborhood.** Holy Rosary Roman Catholic Church, located in the heart of Columbus Park, initially served as an anchor for a growing community of Italian immigrants and their descendants. The neighborhood has retained many of the descendants of the first Italian immigrants that built their homes and businesses in what is historically known as the Holy Rosary Neighborhood. The parish that was formed in the 1890s continues to serve not only the descendants of its original founders but also many other groups of immigrants including: Cuban, Russian, Cambodian, Mexican and Haitian and several Asian groups that arrived on the doorsteps of Columbus Park during the later decades of the 20<sup>th</sup> Century.

Italians were by far the largest single ethnic group to settle in Kansas City. Of the nearly four million Italian immigrants to the United States prior to WWI, nearly 3,000 established their homes and businesses in Kansas City. The area that the Italians first settled was close to the city market. They also shared parts of the north end with the Irish, as well as Jews and Blacks, but it was the Italian families that stayed to build their community.



Kansas City's Italian community also remained in a clustered neighborhood "...to a greater degree than most immigrant groups in other medium sized cities...and ...Italian communities were much more integrated." Bill Nigro, a descendant of the Nigro family that immigrated to the area stated "...while some parish members of Holy Rosary Church moved from the parish years ago, often their last request is to return to Holy Rosary for their funeral mass."

Most of the buildings in the immediate vicinity of Holy Rosary Roman Catholic Church (originally built in 1895), were constructed prior to 1925. In 1914, the new Karnes School had a student population comprised of 98% Italian or Russian-Jews. Samuel and Michael Nigro, beginning as street vendors with a pushcart of vegetables, built a two-story building at the northwest corner of Campbell and Missouri Avenue, known as the Nigro Drugstore. Many of the Italian businesses that sprang up around Holy Rosary Church started off in a similar fashion.

Over succeeding decades many of Kansas City's Italian residents moved to the Northeast neighborhood just east of The Paseo Boulevard along Independence Avenue. However, the two communities have remained close through family, friends and cultural ties. By the 1950's the federal government demolished much of the northeast portion of Columbus Park to build Guinotte Manor (1954), a public housing project. As other ethnic groups including Blacks, Cubans, Mexican, and Southeast Asians moved into Columbus Park, Holy Rosary and the Don Bosco Center began serving the needs of a diverse immigrant community.

Despite the ethnic changes in the Columbus Park area, the Holy Rosary Catholic Church neighborhood has retained its Italian roots through its architecture and continued use of the buildings left behind by the influential culture of the Italian immigrants that settled the area in the between 1890 and 1930. The area has also retained a number of descendants of the original Italian families that contributed to the development of the district.

The neighborhood also features an area that is mostly comprised of light industrial and commercial buildings around the area of Holmes, Charlotte, 3<sup>rd</sup> and 2<sup>nd</sup> Streets. This area is included in the APE of this Downtown Streetcar Study. Of the thirteen buildings that were surveyed in the Columbus Park Neighborhood, two properties appear eligible for listing in the NRHP. These include the Kansas City Power and Light Convertor Station (1927) and a commercial/residential property (1890).

**Central Business District.** The Central Business District (CBD) is generally bounded by on the north by 6th Street, on the south by 15th Street, on the east by Troost Avenue and on the west by Jefferson Street. Perhaps the most significant area of Kansas City, the CBD contains the some of the city's most outstanding commercial properties, is the governmental center of the city and county, and the center of city finance and trade. Within the CBD, there are many individually listed NR properties, as well as NR and locally registered districts.

Because of its ties with the early history of Kansas City as a river landing, Grand Avenue became the main link between the Missouri River and the Town of Westport (4 miles to the south), as early as the 1840s. South of the riverfront settlement, deep gorges served as roadways through the bluffs and rugged terrain; only Main and Market Streets had been graded by 1857. Most of the commercial activity from the pre-Civil War years through the mid-1870s occurred in the River Market area.

As Kansas City evolved as a railroad center and as the population increased, the city expanded southward. The establishment of major urban transit lines (see historical overview of mass transit in Kansas City above) along all major streets of the urban core stimulated the spread of the city's development to the south and to the east during the latter part of the 1870s.

The decade of the 1880s proved to be one of significant growth in Kansas City's history; population burgeoned, boundaries expanded, and construction boomed. In just ten years, the population increased from 55,000 in 1880 to 133,000 by 1890. In 1885, the cable car was introduced by the Kansas City Cable Railway Company and subsequently, cable car lines mushroomed throughout the metropolitan area, encouraging movement within the city and making the development of out-lying and newly annexed areas possible. Heralded by the construction of the New York Life Building at 20 W. 9<sup>th</sup> Street in 1887, the business center moved south from the original commercial area near the river to the area of 9th and Main Street, during the height of a marked construction boom that lasted from 1886 until the collapse of the market in 1888. In April 1888 alone, there were over 3,000 buildings under construction.

During the decade of the 1890s, the city continued to experience growth, although much slower than that of the preceding decade. Two important events occurred: a major annexation which extended the city limits south to 49<sup>th</sup> Street in 1897, taking in the town of Westport, and the adoption of a nationally significant park and boulevard plan for the entire city. It was also in the 1890s that the conversion of cable car operations to electric mass transit began.

From 1900-1910, Kansas City's population increased by 54 percent, due in part to a significant annexation in 1909. Landmark advances in construction techniques, including steel frame construction and the use of reinforced concrete, helped to radically alter Kansas City's skyline. The Chicago School of architecture, with its hallmark tripartite fenestration, also had a major influence on commercial building design, especially in the CDB's core.

Kansas City's economy, bolstered by a strong agribusiness trade, railroad and jobbing activity, continued to grow through the following years, from 1910 through WWI. Construction activity swelled to meet the demands of a growing population, especially after a post-war building hiatus. Hotels, movies theaters, clothing stores and automobile-related buildings were added to Kansas City's distinctive streetscapes.

Although Kansas City continued strong growth during the Pendergast years of the 1920s, the city began to implement regulation over construction and development. In 1920, the first City Planning Commission was formed to design some controls on the use to which ground could be put, the height of the buildings erected, and the area of the lot that could be occupied by a building. In 1923, the first local zoning ordinance was enacted and in 1927, a major revision of the building code was adopted. As buildings heights increased, the zoning ordinance required setbacks on new high-rise construction.

While the trolley was still a viable means of transportation, especially along the major streets and boulevards of Kansas City, there was a marked rise in the use of the automobile.

During the 1920s, a building boom, which peaked in 1925-26, followed the postwar depression. Art Deco became a popular style in architecture, while references to historical styles were employed less frequently. By the end of the decade, Kansas City was achieving a truly high-rise skyline. A 1929 survey listed Kansas City as 8th in the nation in number of buildings over 10 stories tall.

Boss Thomas Pendergast, who had gained political control in 1925, made a significant impact on the city during the depression years by using the economic hard times as a means to unite the community around local improvement projects. Pendergast and City manager H. F. McElroy conceived of a "Ten-Year Plan" for Kansas City and Jackson County. This \$50,000,000 bond issue underwrote a massive public works program, modernized out-dated city and county facilities and provided jobs for a growing number of unemployed workers. Due to the deepening economic depression, virtually all large-scale, privately financed construction ceased after 1932. In architecture, Art Deco and Art Modeme were the popular styles.

In the aftermath of Pendergast's conviction, a reform government was elected in Kansas City in 1940. A master plan for the city developed by City Manager L.P. Cookingham was passed in 1947, the first such proposal since the "Ten Year Plan". In addition, the enactment of the Missouri Urban Renewal Act made possible "353" designations, which provides generous tax abatement as condemnation powers for developers who invest in blighted areas. During the decade of the 1940s, architecture turned to a more simplified style, with an emphasis on geometric lines and a rejection of applied ornament.

In the portion of the greater Central Business District that lies within the survey area, fifty-five buildings were surveyed, with 28 properties listed in the National Register of Historic Places. Twenty buildings are included in the West Ninth Street/Baltimore Avenue Historic District (with two boundary increases) and eight individual listings.

It was found that ten buildings within the Central Business District appear to be currently eligible for listing in the NRHP. Included in this count are a few buildings that will be eligible for listing in the very near future or have exceptional significance. Examples of the eligible buildings include: Commerce Tower, 911 Main Street (1962-1965), Osco Drug Store, 921-931 Main Street (1940), Harzfeld's, 1101 Main Street (1913) and the Walnut Street Apartments, 708 Walnut Street (1962-1963). The "Muse of the Missouri," a fountain dating from 1963 and located at 9<sup>th</sup> and Main Street, also appears eligible for listing.

**Midtown.** Consisting of approximately 5 1/2 square miles, the Midtown District extends from 15<sup>th</sup> Street on the north to 31<sup>st</sup> Street on the south, from Troost on the east to Southwest Trafficway on the west. Within the Midtown District, there are many individually listed NR properties, as well as NR and locally registered districts (see Table No. 3). All of the properties surveyed in this district are of commercial construction.

From the founding of Kansas City to 1880, there are no buildings that have survived in the entire Midtown district, according to the Midtown Survey. 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. The last portion of Midtown, lying between 23<sup>rd</sup> and 31<sup>st</sup> Streets, was incorporated into the city limits in 1885.

The introduction and ensuing success of the cable car and electric trolley had much to do with the overall development of the Midtown area. Cable railways operated good routes from the Central Business District southward beginning in 1885, promoting the development of commercial and residential neighborhoods, especially close to Main Street and Troost Avenue. 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). Subsequent lines followed.

As previously discussed, 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. Initial work on the famed parks and boulevard system began to unite and beautify Kansas City.

The most active period of construction in the history of the Midtown District occurred during the first decade of the 20<sup>th</sup> Century, undoubtedly due to the 54% increase in the city's population in this period. According to the Midtown survey, the majority of this construction in the overall area was residential in nature.

The construction of Union Station, which began in 1910 and completed in 1914, had a considerable impact on the surrounding Midtown area, setting off a real estate boom in the area of 17<sup>th</sup> and Main

Streets. In 1912, the bluffs of Main Street were cut through south of Union Station, adding new roadways through Midtown.

By the beginning of the 1920s, the hiatus in construction that occurred after WWI had ended. An increase in the city's growth was stimulated by a city-wide "Build-Now" campaign and an "Own Your Own Home" campaign, sponsored by the Real Estate Board. Although residential development proved to be very strong during the 1920s, an increase in commercial construction in the general Midtown area, especially along Broadway, Main, and Troost, emerged as well. As in the decades of the past, the residential and commercial growth pattern of Kansas City to the south closely followed the mass transit line routes and the expansion of the parks and boulevard system.

In the survey area, the construction of smaller commercial buildings out-paced the construction of the more prominent, large-scale structures. Small-scale properties from the 1920s found along the proposed route are from one to three stories, constructed of brick, and feature a modest display of terra-cotta or stone trim at the main facade. The economic depression of the 1930s halted all residential construction in the entire Midtown area and slowed commercial building activity to just a trickle. Post-WWII building efforts all but paralleled the preceding decade.

In the Midtown Neighborhood within the APE of the Downtown Streetcar Project, there are 102 buildings that were examined. There are two districts listed including the Crossroads Historic Freight District and the Walnut Street Warehouse and Commercial Historic District. Additionally, ten individual properties are listed in the NR. After close examination, it appears that there are twenty-three properties eligible for listing in the NR.<sup>37</sup>

## 4.2 Inventory of Historic Resources

**Overview.** Two hundred eighty-seven (287) properties (buildings, structures, objects and landscapes) were identified within the APE and evaluated for NRHP status. This total includes properties that are located within four National Register of Historic Places Districts, along the proposed Streetcar alignment, including the Old Town Historic District, West 9<sup>th</sup> Street/Baltimore Avenue Historic District, Walnut Street Warehouse and Commercial District, and Crossroads Historic Freight District. It is important to note that all the resources located in the Old Town Historic District have been individually identified in Table 2 due to the significant amount of proposed Downtown Streetcar route activity in this historic area. Because the three other historic districts are located adjacent to the alignment the individual resources within these other three NR districts have not been individually itemized in Table 2, but are included in the overall count of historic resources. The locations of the Historic Properties identified within the APE are shown on Figure 9.

Of these historic resources twenty-one (21) single sites and four (4) historic districts (with multiple contributing resources) are listed in the NRHP. Nineteen (19) properties previously have been determined to be eligible for the National Register, and twenty-three (23) have been newly determined eligible based on the current research for the Downtown Streetcar Project. Figure 9 and the two tables summarize the findings of the Historic properties technical evaluation. Table 1 summarizes the NHRP status of all historic resources identified within the APE.

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<sup>37</sup> Main Street, since its inception, has gone through many changes over the years. The general alignment at the north end near where the Junction at 9<sup>th</sup> Street was located has been modified. In addition, the streetscape, especially that of this thoroughfare along the stretch of Midtown, has suffered from primary façade alterations and the implementation of several surface parking lots, thereby creating a number of "intrusions" within the area, which in turn, has diminished the integrity of the overall area. Because of these changes, Main Street, as a linear district, does not appear to be eligible for listing in the National Register of Historic Places.

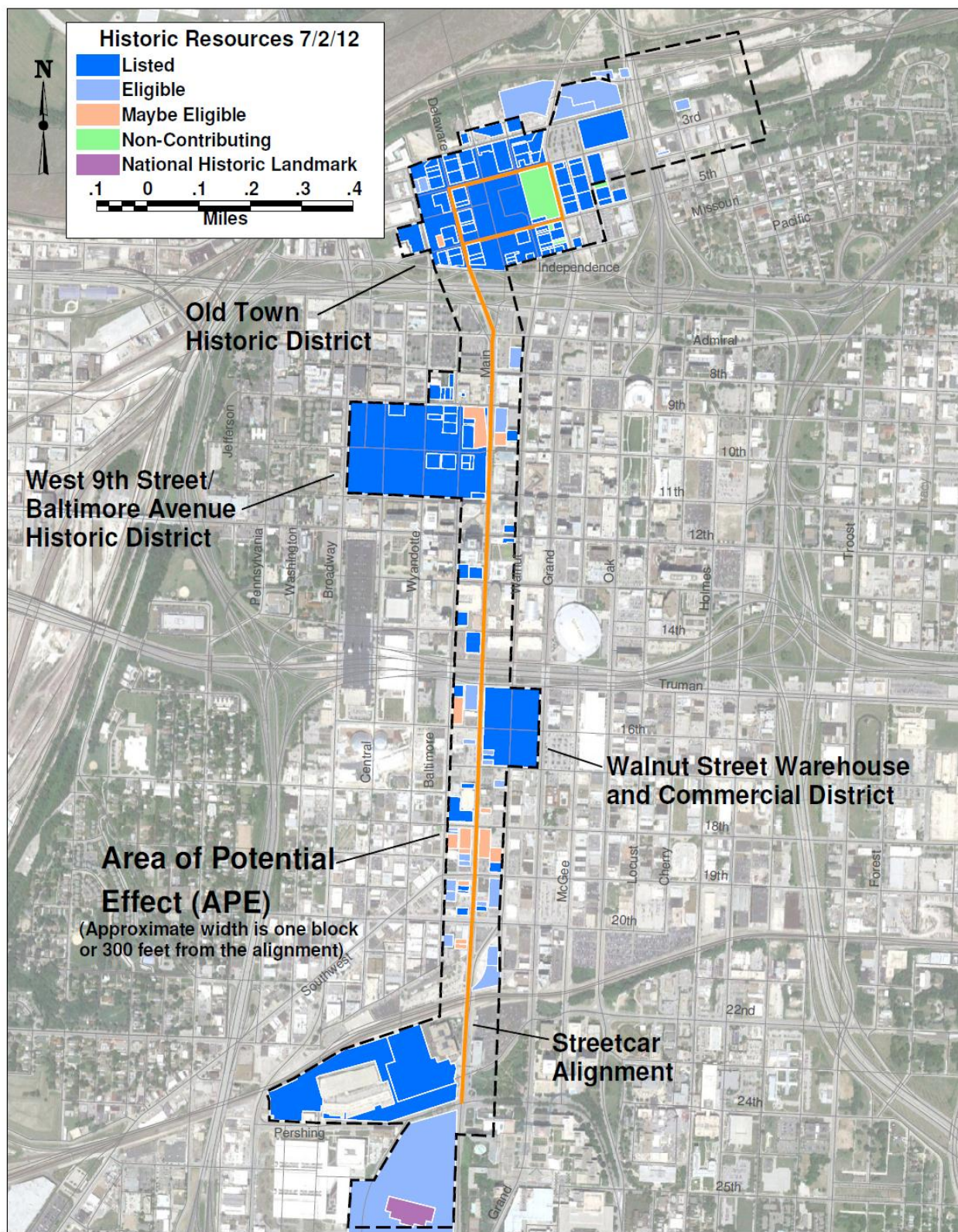


Figure 9: Location of Historic Resources within the APE

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**Table 1: Summary of National Register of Historic Places Resources within the Area of Potential Effect**

NRHP Listed/Eligibility	Number of NHRP Resources in APE
NRHP Listed	145
Previously determined eligible	19
Currently determined eligible	23
<b>Total</b>	<b>187</b>
The total number of NR listed properties shown above includes all resources within each NR district, as called out in Table 2.	

Table 2 provides a brief summary overview of each of the resources evaluated and inventoried, including the location and address, its historic (or current) name, a brief description, the NRHP status and the criteria that make it eligible.

**Newly Surveyed NRHP Eligible Properties**

As part of this project, there are forty-two (42) properties that were newly examined and surveyed. No previous examination or inventory of these properties was on file at the Landmarks Commission, Kansas City, Missouri. These new inventories are highlighted in green in Table 2.

Copies of these new National Register Nominations and all inventory forms can be found in *Appendix B: Documentation of Properties Newly Inventoried*.

**Previously Documented NHRP Properties and Eligible Properties**

As stated above, there are many National Register listed single sites and historic districts that are located within the APE. Old Town Historic District and its four boundary increases), the West Ninth Street/Baltimore Avenue Historic District (and its two boundary increases), the Walnut Street Warehouse and Commercial District and the Crossroads Freight District line the APE from north to south. In addition, as stated above, there are 19 properties that were previously determined eligible as recorded in two main survey projects dating from 1977 and 1994, respectively. It should be noted that upon reevaluation fifteen previously determined resources, mostly located along Baltimore Avenue and Walnut Street, were determined to be not eligible mainly due to modifications over time. In addition, due to “coming of age” two properties previously determined not eligible were determined eligible. The documentation of these resources can be found in *Appendix C: Documentation of Properties Previously Inventoried* and *Appendix D: Nomination Forms for Historic Properties Listed in the National Register of Historic Places*.

**Table 2: Properties Identified and Evaluated within the APE,  
National Register Status and NRHP Criteria**

Street	Number	Historic [Current] Name	Brief Description	NRHP Status: Listed, Eligible or Not Eligible	NRHP Criteria
Delaware	200-206	Chase Bag Company	1922; Four-Story Brick Commercial Building	Listed: "Old Town Historic District" #25	A and C
Delaware	208-210	W. B. Young Supply Company	1905; Four-Story Brick Commercial Building	Listed: "Old Town Historic District" #27	A and C
Delaware	218	Townley Metal	1890; Four-Story Brick Victorian Eclectic	Listed: "Old Town Historic District" #28	A and C
Delaware	213-223	Askew Saddlery Company	1892; Six-Story Brick	Listed: "Old Town Historic District" #29	A and C
Delaware	301-305	Poor Freddie's Restaurant (DeLofts Inc.)	c. 1881; Three-Story Brick Commercial Building	Listed: "Old Town Historic District" #34	A and C
Delaware	302-304	Morgan Drug Co	1869; Four-Story Italianate	Listed: "Old Town Historic District" #35	A and C
Delaware	306-308	J M Shelley and Co.	C. 1870; Three-story Italianate	Listed: "Old Town Historic District" #36	A and C
Delaware	310	Threkelt and Company	c. 1867; Three-Story Renaissance Revival	Listed "Old Town Historic District" #38	A and C
Delaware	309-311	309 Ebenezer Building	1890; Five-story Chateausque Style	Listed: "Old Town Historic District" #37	A and C
Delaware	312-314	Gates and Kendall	C. 1873; Three-Story Brick	Listed: "Old Town Historic District" #40	A and C
Delaware	313	Graham Paper Company	C. 1895; Four-Story Victorian Eclectic	Listed: "Old Town Historic District" #39	A and C
Delaware	315	J. P. Campbell and Co.	c. 1874; Two-Story Brick Commercial Building	Listed: "Old Town Historic District" #41	A and C
Delaware	401	Pacific House	1868; Three-Story Renaissance Revival	Listed: "Old Town Historic District" #45	A and C
Delaware	412-414	Tootle, Hanna and Leach Dry Goods Co.	C. 1869; Three-Story Brick Building	Listed: "Old Town Historic District" #51	A and C
Delaware	413-415-417	Tootle Hanna and Co.	C. 1880; Three-Story High Victorian Gothic	Listed: "Old Town Historic District" #52/53	A and C
Delaware	416-418	McCord and Nave Grocery	C. 1869; Three-Story Commercial Brick	Listed: "Old Town Historic District" #54	A and C
Delaware	423	(Delaware Lofts; 5 Delaware Condominium)	2004-2005; Four-Story Contemporary	Not eligible	N/A
Delaware	429	Western Medical and Surgical Institute	c. 1874; Three-Story Brick Building	Listed: "Old Town Historic District" #58	A and C
Delaware	500-502	Board of Trade	1877; Three-Story High Victorian Italianate	Listed: "Old Town Historic District" #61	A and C
Delaware	507-509	Kansas City Paper House	C. 1895; Five-Story Brick Commercial Building	Listed: "Old Town Historic District" #60	A and C
Delaware	511	Bishop, Christie and Frame's Saloon	C. 1885; Three-Story Commercial Structure	Listed: "Old Town Historic District" #63	A and C
Delaware	512-516	Ennis-Hanly-Blackburn Coffee	1904; Four-Story Commercial Brick Building	Listed: "Old Town Historic District" #65	A and C



Street	Number	Historic [Current] Name	Brief Description	NRHP Status: Listed, Eligible or Not Eligible	NRHP Criteria
Delaware	517	Harrow-Taylor Butter Co.	1917; Two-Story Tapestry Brick	Listed: "Old Town Historic District" #67	A and C
Main	136	C. A. Burton Machine Company	C. 1905; Four-Story Commercial Brick Building	Listed: "Old Town Historic District II"	A and C
Main	200-220 (6 W. 3 <sup>rd</sup> Street)	Wm. Volker Building	C. 1880; Six-Story Commercial Brick Building	Listed: "Old Town Historic District" #24	A and C
Main	201	Kansas City Water Department Building	C. 1904-1905; Two-Story Commercial Brick Building	Listed: "Old Town Historic District I"	A and C
Main	521	G. W. Jones Company	C. 1881; Three-Story Commercial Brick Building	Listed: "Old Town Historic District" #20	A and C
Main	525	Carlat and Sons	C. 1886; Two-Story Commercial Building	Listed: "Old Town Historic District" #71	A and C
Main	529	Odd Fellows Hall	1884; Victorian Eclectic Four-Story Brick Commercial Building	Listed: "Old Town Historic District" #19	A and C
Walnut	119	Schwarzschild and Sulzberger Beef and Provisions	C. 1895; Two-Story Industrial Brick Building	Listed: "Old Town Historic District I"	A and C
Walnut	140	O.C. Evans Wholesale Produce Co.	C. 1910; Two-Story Commercial Brick Building	Listed: "Old Town Historic District III"	A and C
Walnut	200-210	Townley Metal and Hardware Co.	1895; Five-Story Commercial Brick Building	Listed: "Old Town Historic District I"	A and C
Walnut	207-209	Kawmo Grocery Co.	1912; Three-Story Commercial Building	Listed: "Old Town Historic District I"	A and C
Walnut	213-217	Christopher Mercantile	C. 1922; Two-Story Commercial Brick Building	N/C: "Old Town Historic District I"	N/A
Walnut	427-429	Merchants Bank	1920; Two-Story Commercial Brick Building.	Listed: "Old Town Historic District" #2	A and C
Walnut	501	Oldham Hotel	1916; Five-Story Tapestry Brick Building	Listed: "Old Town Historic District" #4	A and C
Walnut	505	Harden Seed	1917; Five-Story Tapestry Brick Building	Listed: "Old Town Historic District" #6	A and C
Walnut	507	Horton Oyster and Chop House	C. 1879; Three-Story, Queen Anne Style Building	Listed: "Old Town Historic District" #7	A and C
Walnut	504-506-508	Gillis House (includes 15-25 E. 5th Street)	1926; Two-Story Tapestry Brick Building	Listed: "Old Town Historic District" #3	A and C
Walnut	509-13	Swope Building	C. 1880; Two-Story Brick Building	Listed: "Old Town Historic District" #8	A and C
Walnut	515-17	Matt Foster Commission House	C. 1883; One-Story Brick Building	Listed: "Old Town Historic District" #9	A and C
Walnut	518	Mullett Brothers Photographic Supply	C. 1872; Four-Story Brick Victorian Eclectic	Listed: "Old Town Historic District" #10	A and C
Walnut	520	John W. German and Co.	1885; Four-Story Brick Commercial Building	Listed: "Old Town Historic District" #12	A and C
Walnut	523	Clemons and Mason Commission House	1891; Three-Story Brick Commercial Building	Listed: "Old Town Historic District" #13	A and C
Walnut	525-27	Evans Douglas Fruit Co.	1905; Two-Story Brick Commercial Building	Listed: "Old Town Historic District" #14	A and C

Street	Number	Historic [Current] Name	Brief Description	NRHP Status: Listed, Eligible or Not Eligible	NRHP Criteria
Walnut	524-528	Scott Cromwell Co.	1893; Three-Story Brick Commercial Building	Listed: "Old Town Historic District" #15	A and C
Walnut	529	Tralle Saloon	1905; Two-Story Brick Commercial Building	Listed: "Old Town Historic District" #16	A and C
Missouri Avenue	112	Unknown	1913; Two-story Brick Commercial Building	Listed: "Old Town Historic District IV" #1	A
Missouri Avenue	124	DeFeo Building	1913; Two-story Brick Commercial Building	Listed: "Old Town Historic District IV" #2	A
East 1st	Holmes	Riverfront Heritage Trail	c. 2000; Trail link to communities and parks.	Not Eligible	N/A
East 1st	500	Chicago and Alton RR depot	c. 1886; One-story, Brick Warehouse	Eligible	A and C
East 1st	720	Unknown	1947; One-Story Concrete-block, Industrial building	Not eligible	N/A
East 1st	720-A	Unknown	Quonset Hut, One-Story	Not Eligible	N/A
East 1st	899	U. S. Sprint Communications	C. 1990s; Two-Story concrete Building	Not Eligible	N/A
West 3rd	14	Police Garage	c. 1899; Two-Story Brick Commercial Building	Listed: "Old Town Historic District" #32	A and C
West 3rd	114-116	F. Menown, Coffee and Spice Miller/Hale Harness and Fire Supply	C. 1894 Three-Story Brick Commercial Building	Eligible; Expansion to the Old Town District	A
East 3rd	100	L. Yukon and Sons Wholesale	1956; Two-story, Brick Commercial Building	Listed: "Old Town Historic District IV" #9	A
East 3rd	201	Phillips Petroleum Company Filling Station	1939; One-story, Brick, Commercial Building	Listed: "Old Town Historic District IV" #11	A
East 3rd	315	Muehlbach Brewing Co. Keg Washing Building	1937; Two-story, Brick, Commercial Building	Listed, N/C: "Old Town Historic District IV" #19	A
East 3rd	413	[DeFeo Produce Warehouse]	1920-1935; Two-Story Concrete and Brick Commercial Building	Not Eligible	N/A
East 3rd	415	Heartland Food Brokers	c. 1980s; One-Story Brick-faced Commercial Building	Not Eligible	N/A
East 3rd	500	Kansas City Cold Storage Company Building	1922; 1928; Tudor Revival Industrial Brick Building	Listed	A and C
East 3rd	601	Monark Egg Company	1935 with additions; One-Story Concrete Building	Not Eligible	N/A
East 3rd	700	[Caddy Shack]	1949; One-Story Cinder Block Building clad in vinyl	Not Eligible	N/A
East 3rd	701	Campbell 66 Trucks	C. 1940s; Concrete Block Building	Not Eligible	N/A
East 3rd	720 and 720A	Motor Freight Company	C. 1940s; One-Story Brick Industrial Building	Not Eligible	N/A
East 3rd	720A	Auto Repair Shop	C. 1940s; One-Story Concrete Block Building	Not Eligible	N/A
Cherry	315	[Pho's KC]	c. 1900; Two-Part Commercial Block	Eligible	A and C

Street	Number	Historic [Current] Name	Brief Description	NRHP Status: Listed, Eligible or Not Eligible	NRHP Criteria
Charlotte	300	Motor Freight Station and Private Garage	c. 1940s; One-Story Brick Industrial Building	Not Eligible	N/A
Holmes	110-114	Whitlow, W. H. D.	1959; One-Story Cinder Block Building	Not Eligible	N/A
Holmes	205	KCP&L Electric Plant Converter Station	c. 1927; Two-Story Brick Industrial Building	Eligible	A
Holmes	300	Monark Egg Corporation	1960; Two-Story Brick Industrial Building	Not Eligible	N/A
East 4th Street	410	Muehlbach Brewing Co. Cold Storage Building	1951; Two-story, Brick, Commercial Building	Listed: "Old Town Historic District IV" #20	A
West 5th Street	114-118	Gros[s], Sam	1906-09; Two-Story, Brick Commercial Bldg.	Eligible	A and C
West 5th Street	115	Ackerman-Quigley Litho	C. 1905: Four-Story Brick Commercial Building	Listed: "Old Town Historic District" #68	A and C
West 5th Street	120-122	Gross, Sam	1907; Two-Story Brick Commercial Building	Eligible	A and C
West 5th Street	200 (also listed as 501 Wyandotte)	Richards Conover Hardware Company	c.1881; Four-story, High Victorian Italianate, Brick Building	Listed: "Old Town Historic District" #70	A and C
East 5th Street	113	Unknown	1927; One-Story, Brick Commercial Building	N/C: "Old Town Historic District IV" #7	N/A
East 5th Street	400	Venice Café	1925; One-Story, Brick Commercial Building	Listed: "Old Town Historic District IV" #23	A
East 5 <sup>th</sup> Street	416	Unknown	1900; Two-Story, Brick Commercial Building	Listed: "Old Town Historic District IV" #24	A
Locust	422	Unknown	1945; One-story, Brick, Commercial Building	Listed: "Old Town Historic District IV" #25	A
Grand	100	KC Power House and Light Co. Storage Facility	c. 1927; Two-Story, Brick Industrial Building (supporting 115 Grand)	Eligible	A
Grand	108	Kansas City Power and Light Company Head House	1928; Industrial, Supporting Brick Structures for Energy Plant located at 115 Grand	Eligible	A
Grand Boulevard @ 1 <sup>st</sup> Street	100-115	Coal Bridge	1929; Support Structure for 115 Grand	Eligible	A
Grand	115	Metropolitan Street Railway Power Plant	1903-04; Five-Story Romanesque Revival Brick Industrial Building	Eligible	A and C
Grand	212	Safeway Warehouse Building	1922; Three-story, Brick, Commercial Building	Listed: "Old Town Historic District IV" #10	A
Grand	303	Muehlbach Brewing Co. Bottling Warehouse	1939; One-story, Brick, Commercial Building	Listed: "Old Town Historic District IV" #12	A

Street	Number	Historic [Current] Name	Brief Description	NRHP Status: Listed, Eligible or Not Eligible	NRHP Criteria
Grand	400	Wholesale Market Building (Steamboat Arabia)	1942; Two-story, Brick, Commercial Building	Listed, N/C: "Old Town Historic District IV" #8	N/A
Grand	407	Hammer Brothers	1925; Two-story, Brick, Commercial Building	Listed: "Old Town Historic District IV" #13	A
Grand	415	Unknown	1917; Two-story, Brick, Commercial Building	Listed: "Old Town Historic District IV" #14	A
Grand	417	American Steel and Wire	1920; Three-story, Stucco-clad, Commercial Building	Listed: "Old Town Historic District IV" #15	A
Grand	500	North Side Democratic Club	1927; Two-story, Brick, Commercial Building	Listed: "Old Town Historic District IV" #6	A
Grand	506	Gaetana Gusmana Public Garage	1927; One-story, Brick, Commercial Building	Listed: "Old Town Historic District IV" #5	A
Grand	516	Unknown	1911; One-story, Brick Commercial Building	Listed, N/C: "Old Town Historic District IV" #4	N/A
Oak	318	Muehlbach Brewing Company Storage Building	1939; Two-story, Brick, Commercial Building	Listed: "Old Town Historic District IV" #18	A
Oak	400	Schlitz Brewing Company Beer Storage Building	1957; One-story, Brick, Commercial Building	Listed: "Old Town Historic District IV" #17	A
Oak	412	Consumer Meat Products Garage	1924; One-story, Brick, Commercial Building	Listed: "Old Town Historic District IV" #16	A
Oak	415	Studna Garage Building	1922; Two-story Brick, Commercial Building	Listed: "Old Town Historic District IV" #22 (also listed individually)	A
Main	720	Executive Plaza / Tower Properties	1972-73; Ten-Story, Steel-Frame, Reflective Glass Building	Eligible; in the future	C
Main	Median at 9th	Muse of the Missouri Fountain	1963; Wheeler Williams, Artist	Eligible	C
Main	800	Parking Garage	c. 1990	Not Eligible	N/A
Main	811 (see 800 Walnut Street for connecting parking garage)	811 Main Building	1975; 12-Story, Steel Frame Aluminum, Glass and Concrete Modern Building	Eligible	C
Main	850	Merchants Produce Bank	1976-77; Three-Story, Concrete, Post-Modern Building	Not Eligible	N/A
Main	911	Commerce Tower	1962-65; Thirty-Story, Steel Frame, Concrete and Glass International Style Building	Eligible	C
Main	910-920	10 Main Center	1966-69; Twenty-Story, Steel Frame, Concrete International Style Building	Eligible	C

Street	Number	Historic [Current] Name	Brief Description	NRHP Status: Listed, Eligible or Not Eligible	NRHP Criteria
Main	920	Ten Main Center Parking Garage	1966-69; Six-Story Steel Frame, Concrete International Style Garage and Office	Eligible	C
Main	921-931	Osco Drug Store	1940 (remodel in 1966); Seven-Story Steel Frame Modern Building	Eligible	C
West 10 <sup>th</sup> Street (at Main)	15	Land Bank Building / Hanover Building	See West Ninth/Baltimore Avenue Historic District Boundary Increase I	Listed	A and C
Main	1021	Bus Terminal and Fountain	1994; 2008; Bus Terminal	Not Eligible	N/A
Main	1009-1025	Commerce Bank Building Garage	1986; Seven-Story Reinforced Concrete	Not Eligible	N/A
Main	1034	Parking Garage	1996	Not Eligible	N/A
Main	1044	George B. Peck Dry Goods Co. Building	1914; Eleven-Story, Glazed Brick Chicago Style Building	Listed	A and C
West 11 <sup>th</sup> Street (at Main)	106	Continental Hotel	1924; Eight-Story Brick and Stone, Late Gothic Revival Commercial Building	Listed: Also included in the "Hotels in the Downtown Area of Kansas City"	A and C
Main	1100	City Center Square	1974-77; Thirty-Story, Concrete Modern Building	Not Eligible	N/A
Main	1101	Harzfeld's	(1913; 1920 add. 1985-87) Eleven-Story, Steel Frame Glazed Tile Three-Part Commercial Block	Eligible	A and C
Main	1111	Town Pavilion	1985-1987; 38-Story, Steel Frame, Granite and Glass, Post-Modern Building	Not Eligible	N/A
Main	1200	One Kansas City Place	1985-1987; 43-Story, Steel Frame with Granite and Glass	Not Eligible	N/A
Main	1232-34	Loew's Midland Theatre	1926-1927; Six-Story, Steel and Masonry, with glazed tile Beaux Arts Building	Listed	A and C
Main	1300 (Primary)	Kansas City Power and Light District	2005-2008; Mixed-Use Entertainment District New Urbanism	Not Eligible	N/A
Main	1301 (Primary)	H & R Block World Headquarters	2004-2006	Not Eligible	N/A
Main	1400	Mainstreet Theatre	1921; Three-Story Reinforced Concrete, Masonry and Tile; Byzantine Revival elements	Listed	A and C
Main	1501	Goodyear Tire and Rubber Company	1966; One-Story, Concrete Block Commercial Building	Not Eligible	N/A
Main	1517	Ambrosie Brothers Cutlery Company	1945; One-Story, Masonry Commercial Building	Not Eligible	N/A
Main	1519	Glenn Springs Creamery Company	1898; Two-Story Brick Commercial Building	Not Eligible	N/A

Street	Number	Historic [Current] Name	Brief Description	NRHP Status: Listed, Eligible or Not Eligible	NRHP Criteria
Main	1520-22	Lane Blue Print Co.	1889; Three-Story Masonry and Stone Two-Part Commercial Block Building	Eligible	C
Main	1608	Fisher Grocery	1899; Two-Story Brick and Cast-Iron Victorian Commercial Building	Eligible	A and C
Main	1617	MO&KS Telephone Co	c. 1900; Three-Story Masonry Two-Part Commercial Block Building	Eligible	C
Main	1625-27	The Davidson Building/Film Exchange Building	1919; Twelve Story, Reinforced Concrete Brick and Terra Cotta, Three-Part Commercial Block Building	Eligible	A and C
Main	1701-1703	Price Candy Company Building	1908/alt.1952; Three-Story, Brick, Two-Part Commercial Block Building	Eligible	A and C
Main	1712	Globe Storage and Transfer Co. Building.	1902; Seven-Story, Masonry Three-Part Commercial Block Building	Listed	A and C
Main	1713-15	Thompson Engineering Company Building	1946; One-Story Concrete block with Brick	Not Eligible	N/A
Main	1717	Forslund Pump & Machinery Building	1919; Two-Story Tapestry Brick Building	Not Eligible	N/A
Main	1722-38	Parking Garage	2005; Structural Steel	Not Eligible	N/A
Main	1733-35	Kansas City Brass Company (Gallup Map)	1947; One-Story Concrete Block and Brick Building	Not Eligible	N/A
Main	1737	Unknown	c. 1950; One-Story	Not Eligible	N/A
Main	1740 (1735-41 Baltimore)	TWA World Headquarters Building (Barkley, Inc)	1956; Two and Three-Story, Steel Frame and Reinforced Concrete with Metal and Stucco	Listed	A
Main	1801	Kansas City Bank and Trust Company	1957-58; Three-Story Steel Frame and Concrete Brutalist Building	Eligible	C
Main	1808-1814	Vining's News Bureau	1904; 1920; add. 1945; One to Three-Story Commercial Building	Not Eligible	N/A
Main	1818-1820	Gateway Savings and Loan Association Building	1925/ alt. 1968; One-Story Masonry Building	Not Eligible	N/A
Main	1822	Southwest Boulevard State Bank	1915 / add on 1950 and 1955; Two-Story Reinforced Steel Frame and Concrete; Stone and Brick. Classical Elements	Eligible	C
Main	1828-1830	Kaw Valley Paint and Oil Company	C.1884/alt: 1914 and 1948; Two-Story, Two-Part Commercial Block	Eligible	C

Street	Number	Historic [Current] Name	Brief Description	NRHP Status: Listed, Eligible or Not Eligible	NRHP Criteria
Main	1900	Gateway Pharmacy	1915; One-Story Steel Frame, Brick and Terra Cotta	Eligible	C
Main	1901-1911	Multiple owners	1901; Two-Story, Reinforced Concrete with Terra Cotta Neo-Classical elements	Eligible	C
Main	1904-1906	Monroe Hotel	1920; Five-Story Reinforced Concrete with Brick and Terra Cotta Building	Listed	A and C
Main	1908	Thomas J. Pendergast HQ Building.	1926; Two-Story Brick Two-Part Commercial Block Building	Listed	A
Main	1910	All Nations Hotel	c. 1920; One-Story, Brick Commercial Building	Not Eligible	N/A
Main	1915-17	Kansas City Willys Light Company	1920; Three-Story, Brick Commercial Building	Not Eligible	N/A
Main	1921	Best Hotel	c.1920; Two-Story, Brick Commercial Building	Eligible	A and C
Main	1924	Rieger Hotel	1915; Five-Story, Brick Commercial Building	Listed	A and C
Main	1925	Midwest Hotel	1915; Five-Story, Brick and Terra Cotta, Commercial Building	Listed	A and C
Main	2000-2012 (Primary: #15, W. 20 <sup>th</sup> Street)	Multiple Tenants	1915/2005; One-Story, Brick and Glass, Commercial Building; (updated survey)	Not Eligible	N/A
Main	2014-2016	Forum Lunch	1919; Two-Story, Brick Commercial Building	Eligible	A and C
Main	2016 ½ - 2018	Hotel Otten	1918; Three-Story, Brick Commercial Building	Eligible	A and C
Main	2022-2024	Hutter & Waldner Restaurant	1918; Two-Story, Brick Commercial Building	Not Eligible	N/A
Main	2200	Amtrak Passenger Train Terminal	C. 1980s; One-Story Steel Frame Glass and Metal Building	Not Eligible	N/A
Main	2300	Two Pershing Square	1986; Two, 11-story steel frame and glass buildings connected by a vertical shaft	Not Eligible	N/A
Main	2301	Blue Cross Blue Shield	1978-1980; Eight-Story, Steel Frame Concrete and Glass	Not Eligible	N/A
Baltimore	W. 9 <sup>th</sup> St.	“W. 9 <sup>th</sup> St./Baltimore Avenue Historic District and Expansions”	1880-1931; various styles and materials as displayed by 20 individual resources	Listed: “West 9 <sup>th</sup> Street / Baltimore Ave. Historic District”	A and C
Baltimore	1019-1023 (see 920 Main)	Parking Garage	Unknown	Not Eligible	N/A

Street	Number	Historic [Current] Name	Brief Description	NRHP Status: Listed, Eligible or Not Eligible	NRHP Criteria
Baltimore	1031-1041	Alright Auto Park	1970-1971; Underground, two-story parking (updated survey).	Not Eligible	N/A
Baltimore	1221-1233	Midland Office Tower	1926-1927; Twelve-Story, Steel and Masonry with Glazed Tile, Beaux Arts Building (Part of the Midland Theatre)	Listed	A and C
Baltimore	1327-1335	President Hotel	1925; Fifteen-Story, Steel frame, Brick, Tudor Revival Building	Listed	A and C
Baltimore	1400 Block	Power and Light District	2005-2008; Mixed-Use Entertainment District New Urbanism	Not Eligible	N/A
Baltimore	1509-1513	Lowe & Campbell Building	1925; Six-Story Reinforced Concrete, Brick and Terra Cotta, Neo-Classical styled Building.	Listed	A and C
Baltimore	1535	Aristocrat Motors	1946; One-Two Story, Masonry, Brick and Glass Building. Art Deco; altered	Not Eligible	N/A
Baltimore	1615	Wagner Electric Corporation	1926; One-Story, Masonry, Brick and Concrete Block; altered	Not Eligible	N/A
Baltimore	1617	Daniels Tested Products Company	1948-49; Two-Story, Masonry and Brick; altered	Not Eligible	N/A
Baltimore	1621	Pitney-Bowes	1951; One-Story, Masonry and Concrete Building	Not Eligible	N/A
Baltimore	1701	Martin and DuFrain Auto Repair Company	1922; One-Story, Masonry and Brick Commercial Building; altered	Not Eligible	N/A
Baltimore	1715	Braniff Airways	1937; One-Two Story Cinder Block and Metal Commercial Building; altered in 1957 and c. 2000	Not Eligible	N/A
Baltimore	1721	Star Brass Works	1908; Two-Story, Masonry and Brick Commercial Building (fire damage in 1911)	Not Eligible	N/A
Baltimore	1801-1803	Ken Smith Golf Club Mfg.	1951; One-Story, Masonry and Brick Commercial Building. Addition in 1953	Eligible	A
Baltimore	1809-11	Frolich Cigar Company	1926; One-Story, Masonry and Brick Commercial Building.	Not Eligible	N/A
Baltimore	1819	White Goods Mfg. Company	1937; Three-Story Masonry and Brick Commercial	Not Eligible	N/A
Baltimore	1901	Quick Tire Service	1923; Two-Story, Masonry, Tapes Commercial Building	Eligible	C
Baltimore	1911-17	Glasco Electric Company	1929; One-Story Masonry and Brick Art Deco Commercial Building	Eligible	C



Street	Number	Historic [Current] Name	Brief Description	NRHP Status: Listed, Eligible or Not Eligible	NRHP Criteria
Baltimore	1919	Independent Tile Company	1928; One-Story Masonry and Brick Commercial Building	Not Eligible	N/A
Baltimore	1925	Unknown	One-Story Masonry Commercial Building	Not Eligible	N/A
Baltimore	2009-2011	Keystone Oil Company	1902; One-Story Masonry and Brick Commercial Building	Eligible	A
West 22nd Street	Bounded by Broadway, Baltimore, W. 20 <sup>th</sup> and W. 22 <sup>nd</sup> streets	Historic Freight District	23 Resources	Listed: "Crossroads Historic Freight District"	A and C
Walnut	708 (also listed as 722)	Walnut Tower Apartments	1962-63; Thirteen-Story, Concrete and Brick Modern Commercial Building	Eligible	C
Walnut	800 (see 811 Main Street)	Parking Garage for 811 Main Street	1975; Five and Six-Story, Steel Frame Aluminum, Glass and Concrete Modern Parking Garage	Eligible	C
Walnut	828	Commerce Bank Parking Garage	2009; Multi-Story Reinforced Concrete and Steel Parking Garage	Not Eligible	N/A
Walnut	900	Parking Garage	c. 1990	Not eligible	N/A
Walnut	922-24	National Bank of Commerce	1908; Fifteen-Story, Stone Clad, Beaux Arts Commercial Building	Listed	A and C
Walnut	1000	Commerce Bank Building	1984-86; Eighteen Story, Reinforced Concrete, Granite, Post-Modern Commercial Building	Not Eligible	N/A
Walnut	1012 (also listed as 10 Petticoat Lane)	Ten Petticoat Lane (Executive Hills-Galleria)	c. 1988-89; Five-Story, Structural Steel and Granite Commercial Building	Not Eligible	N/A
Walnut	1130	Boley Building	1909; Six-Story, Metal and Glass Curtain Wall with Art Nouveau element Commercial Building	Listed	A and C
Walnut (Legal: 25 W.12 <sup>th</sup> Street)	1202	Chambers Building	1915; Twelve-Story, Steel Frame, Glazed Terra Cotta Three-Part Commercial Block Building	Listed	A and C
Walnut	1220 (Primary)	Power and Light District	2006-08; Various Mixed-Use properties. New Urbanism	Not Eligible	N/A
Walnut	1400	Power and Light Entertainment District	2005-2008: Multiple Buildings: New Urbanism	Not Eligible	N/A
Walnut	1500 – 1700	"Walnut Street Warehouse and Commercial District"	17 buildings originally listed in 1999. 12 additional listed in two expansions in 2008.	Listed: "Walnut Street Warehouse and Commercial District"	A and C

Street	Number	Historic [Current] Name	Brief Description	NRHP Status: Listed, Eligible or Not Eligible	NRHP Criteria
Walnut	1710	Unknown original occupant	1900; Two-Story, Brick Commercial Building	Eligible	A and C
Walnut	1718	Unknown, (1917/Welding shop)	1900; Two-Story, Brick Commercial Building	Not Eligible	N/A
Walnut	1730	Faultless Hand Laundry	1900; One-Story, Brick Commercial Building	Not Eligible	N/A
Walnut	1816	Sunshine Safety Lamps	1920; Two-Story, Brick Commercial Building	Not Eligible	N/A
Walnut	1824-26	O.K. Auto Radiator Co.	1919; One-Story, Brick Commercial Building	Not Eligible	N/A
Walnut	1828-34	Corrigan Building	1920; Ten-Story, Reinforced Concrete, Brick, Commercial Arts and Crafts Style Building	Listed	B and C
Walnut	1910	Rex Welder and Engineering Company	1944-45; One-Story, Brick Commercial Building	Eligible	A and C
Walnut	2020	Superior Moving	C. 1915; Five-Story, Masonry and Brick Commercial Building	Eligible	A and C
Walnut	2030	Roach and Musser Manufacturing Co.	c. 1880; Three-Story Heavy Timber and Masonry Commercial Building	Eligible	A and C
Walnut	2100	Western Storage and Warehouse	c. 1892; Three-Story, Brick Romanesque Revival Commercial Building	Eligible	A and C
West Pershing Road	30	Union Station	1914-Six-Story Masonry, Granite and Limestone Beaux-Arts Style Building	Listed: 1972 NR Also: Kansas City Register, 1986.	A and C
West Pershing	Pershing Road and Main Street	Penn Valley Park	1900-1926; 176-acre park	Eligible	A and C
East Pershing	One	Westin Crown Center and the Link	1971-1973; Ten-Story, Reinforced Concrete and Glass. Part of a landmark, mixed use development	Eligible	A and C
East Pershing	Pershing Road and Main Street	Washington Park	1921; 4.74-acre park	Not Eligible	N/A
W. 26 <sup>th</sup> Street	100	Liberty Memorial	1919-1938 Beaux Arts Classicism and Egyptian Revival Complex	Listed: NR and National Historic Landmark: 2005	C

### **4.3 Assessment of Effects**

Any effects on historic properties listed in or determined eligible for inclusion in the National Register of Historic Places must be reviewed for compliance with Section 106 using the rules and regulations found in 36 CFR Part 800.5 regarding criteria of effect and adverse effect. Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires Federal agencies to take into account the effects of their undertakings on historic properties, and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is outlined in regulations issued by ACHP. Revised regulations, "Protection of Historic Properties" became effective January 11, 2001.

The responsible Federal agency first determines whether it has an undertaking that is a type of activity that could affect historic properties. Historic properties are properties that are included in the National Register of Historic Places or that meet the criteria for listing in the National Register. According to the Section 106 regulations, the final step in the process is to assess the effect(s) that a project may have on any historic properties in the APE. There are three possible findings of effect: 1) no historic properties affected; 2) no adverse effect; and 3) adverse effect.

#### **No Build Alternative Effects**

Because there would be no new transit improvements constructed or operated within the study area with the No Build Alternative, there would be "no historic properties affected".

#### **Streetcar Alternative Effects**

With the Streetcar Alternative there would be "no adverse effect" to any identified historic resources within the APE. The reintroduction of modern streetcars into the study area would be compatible with the historic context of the area and the history of mass transit in the area. Also, because the proposed Streetcar improvements would be primarily constructed within existing street right-of-way there would be no direct impacts to nearby historic resources that would result in adverse effects.

Based on the analysis of the surveyed properties within the APE, none of the National Register listed properties or those that have been determined eligible for NR listing would be adversely affected by the implementation of the Downtown Streetcar project, either directly (construction of the line and stops) or indirectly (line-of-site) impacts. Construction of the Downtown Streetcar improvements would not have an adverse visual effect to identified historic resources because of it is clear that Kansas City maintained mass transit lines for well over 100 years of continued operation. Thus the visual elements of the proposed Downtown Streetcar project in a sense duplicate the historic features of the previous streetcar lines. It is important to note that the noise analysis has found there will be no adverse noise impacts, as well. All the project improvements that are proposed to be implemented within the existing public right-of-way and therefore, there will be no modification or alteration to any features or characteristics of identified historic properties that qualify them for listing in the National Register of Historic Places. Additionally, because of the historic context regarding mass transit in Kansas City, the proposed project will not diminish any of the Aspects of Integrity (NPS Bulletin, *How to Apply the National Register Criteria for Evaluation*; revised 1995) of any properties including location, design, setting, materials, workmanship, feeling or association.

Relative to the Vehicle Maintenance Facility Sites, which do require land acquisition, there would be no adverse effects to any identified historic resources because there are no identified historic resources on any of the three sites.

**Table 3: Summary of Evaluations of Effect  
of the Streetcar Alternative on Identified Historic Properties**

<b>Type of Effect</b>	<b>Effects of the Streetcar Alternative</b>
No Adverse Effect	187
Adverse Effect	0

## **5. RECOMMENDED MITIGATION**

**SHPO Review of Engineering Design.** As the project design advances, the Missouri SHPO will be provided the opportunity to review and comment on engineering design plans to ensure that the project improvements will remain in keeping with the historic context of the area, and to insure that there is no adverse effect. The Downtown Streetcar Project does not require modifications to existing buildings, structures, objects or landscapes.

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## **APPENDICES:**

### **A. Section 106 Consultation Correspondence**

**B. Documentation of Properties Newly Inventoried.** New research was done on these properties for the Kansas City Downtown Streetcar Project.

**C. Documentation of Properties Previously Inventoried.** National Register eligibility was evaluated during previous studies.

**D. Nomination Forms for Historic Properties Listed in the National Register of Historic Places.**



**APPENDIX A**  
Section 106 Consultation Correspondence



STATE OF MISSOURI  
DEPARTMENT OF NATURAL RESOURCES

Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director

www.dnr.mo.gov

June 18, 2012

Mokhtee Ahmad  
Regional Administrator  
Federal Transit Administration  
901 Locust Street, Suite 404  
Kansas City, Missouri 64106

Re: Downtown Kansas City Street Car Project (FTA) Jackson County, Missouri

Dear Mr. Ahmad:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which requires identification and evaluation of cultural resources.

We have reviewed the information provided concerning the proposed project for street car service along Main Street from the River Market to crown Center in downtown Kansas City. Based on our review of the project information, we concur with the Area of Potential Effect (APE) as proposed, and as outlined on the map provided.

We look forward to continuing to work with you on this project as the FTA moves forward with the identification of historic properties and the determination of effect.

If you have any questions, please write Judith Deel at State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102 or call 573/751-7862. Please be sure to include the SHPO Log Number (213-JA-12) on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE



Mark A. Miles  
Director and Deputy  
State Historic Preservation Officer

MAM:jd

c Brad Wolf, KC



---EMAIL---

**From:** Jason Ross [<mailto:JRoss@delawarenation.com>]

**Sent:** Thursday, June 07, 2012 2:32 PM

**To:** Phan, Dee (FTA)

**Subject:** re: Kansas City Street Car Line

---

**Delaware Nation**

**Jason Ross**

**Section 106/Museum Manager**

**To: Mokhtee Ahmad, Regional Administrator**

**cc:**

**Date: June 7, 2012**

**Re: Kansas City Street Car Line**

Hello Mr. Ahmad,

The Delaware Nation recently received your correspondence regarding the Kansas City Street Care Line. The Cultural Preservation Director, Mrs. Tamara Francis-Fourkiller has reviewed the information provided and has determined that the project does not affect sites of interest to the Delaware Nation and to please continue with the work as planned.

Thank you again for taking the time and effort to properly consult with the Delaware Nation and if you have any questions please do not hesitate in contacting our office anytime.

Best Regards,

**Jason Ross**

**Section 106/Museum Manager**

**Cultural Preservation Department**

**The Delaware Nation**

**P.O. Box 825**

**Anadarko, OK 73005**

**PH# 405) 247-2448**

**FAX# 405) 247-8905**[www.delawarenation.com](http://www.delawarenation.com)



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION VII  
Iowa, Kansas,  
Missouri, Nebraska

901 Locust Street  
Suite 404  
Kansas City, MO 64106  
816-329-3920  
816-329-3921 (fax)

June 1, 2012

Mr. Mark A. Miles  
Director and Deputy, State Historic Preservation Office  
Missouri Department of Natural Resources  
P.O. Box 176  
Jefferson City, MO 65102

Attention: Ms. Judith Deel, Compliance Coordinator

RE: Downtown Kansas City Street Car  
Section 106 Initiation/ Area of Potential Effect

The City of Kansas City, Missouri, in cooperation with the Federal Transit Administration (FTA), is proposing a street car service along Main Street from the River Market to Crown Center in downtown Kansas City. As this project proposes the use of federal funding, it is considered an undertaking subject to Section 106 review in accordance with CFR 36 Part 800.

The proposed project consists of a new streetcar line approximately 2.2 miles long beginning in the River Market Area near 3<sup>rd</sup> Street and Grand Avenue, extending south along Main Street to a southern terminus near Pershing Road at Union Station and the northwest of Crown Center. The project would provide two sets of at-grade tracks operating in shared travel lanes with automobiles. It would include 10-12 station pairs providing platforms level with the low-floor vehicles to facilitate boarding and alighting. A maintenance facility would be constructed to support operation of the streetcar.

FTA defines the project's area of potential effect (APE) to comprise of approximately 300 feet on both sides of the center line of the alignment, except for the areas where historic districts are located (see attached APE map). This APE would account for potential direct and indirect effect associated with the proposed project.

FTA is initiating formal Section 106 consultation process with this letter and requesting your concurrence of this APE. We will continue consultation on the results of the survey and project effect. Should you have any questions or require additional information, please contact Ms. Dee Phan at (816) 329-3934 or email [dee.phan@dot.gov](mailto:dee.phan@dot.gov).

Sincerely,

Mokhtee Ahmad  
Regional Administrator

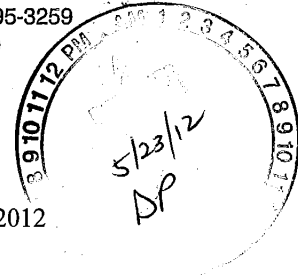
Enclosure: Area of Potential Effect Map

Cc (by email): Bradley Wolf, City Historic Preservation Officer  
Ralph Davis, Manager of Engineering Services, Public Works Department



## Iowa Tribe of Kansas and Nebraska

3345 B Thrasher Road  
White Cloud, Kansas 66094  
(785) 595-3258 or (785) 595-3259  
Fax (785) 595-6610



May 17, 2012

U.S. Department of Transportation  
901 Locust St.  
Suite 404  
Kansas City, MO. 64106

Thank you for your correspondence letter dated May 15, 2012 concerning the following project:

**RE: Kansas City Street Car Notification of Undertaking and Request for Comments**

- SHPO Report Requested
- No interest in the area geographically
- No comment objections on the proposed undertaking

No objections to the project as proposed if cleared through the SHPO. I wish to be notified if any consultations are requested or of any new historical properties are discovered. If human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, please stop immediately and notify this office.

An objection requires additional project information. Please send the following:

Sincerely,

*Coreena Adkins*

Coreena Adkins, Section 106 Coordinator  
Iowa Tribe of Kansas and Nebraska

This is one of nine letters that was sent to various Tribes



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION VII  
Iowa, Kansas,  
Missouri, Nebraska

901 Locust Street  
Suite 404  
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816-329-3920  
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May 15, 2012

Sandra Kaye Massey, Cultural Resources  
Sac & Fox Nation of Oklahoma  
Route 2, Box 246  
Stroud, OK 74079

Re: Kansas City Street Car  
Notification of Undertaking and Request for Comments

Dear Ms. Massey:

The City of Kansas City, Missouri, in cooperation with the Federal Transit Administration (FTA), is preparing an Environmental Assessment for the proposed street car service along Main Street from the River Market to Crown Center in downtown Kansas City. Because we may provide funding for the proposed project, FTA would be the Federal agency responsible for conducting government-to-government consultations with Federally-recognized tribes under the Executive Order 13084, the National Historic Preservation Act, Council on Environmental Quality Implementing Regulations of the National Environmental Policy Act, and other Federal laws and treaties.

The proposed project consists of a new streetcar line approximately 2.2 miles long beginning in the River Market Area near 3<sup>rd</sup> street and Grand Avenue, extending south along Main Street to a southern terminus near Pershing Road at Union Station and the northwest of Crown Center. The project would provide two sets of at-grade tracks operating in shared travel lanes with automobiles. It would include 10-12 station pairs providing platforms level with the low-floor vehicles to facilitate boarding and alighting. A maintenance facility would be constructed to support operation of the streetcar. The Study Area is shown on the attached map for your reference.

We are inviting you to participate in consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed project so that we may try to avoid impacts.

Your timely response will greatly help us incorporate your concerns into project development. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to FTA by **June 15, 2012**. If you have any questions or comments on the proposed project, please contact Ms. Dee Phan at (816) 329-3934 or email [dee.phan@dot.gov](mailto:dee.phan@dot.gov).

Sincerely,

Mokhtee Ahmad  
Regional Administrator

Enclosures: Project Study Area Map  
Project Consultation Options Form

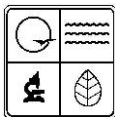
Cc (by email): Judith Deel, Compliance Coordinator, Missouri State Historic Preservation Office  
Bradley Wolf, City Historic Preservation Officer  
Ralph Davis, Manager of Engineering Services, Public Works Department





**APPENDIX B**  
Documentation of Properties Newly Inventoried





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) 1031-41	Street Baltimore Avenue
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Alright Auto Park		9. Present/other name (if known): Alright Parking	
10. Ownership: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Public		11a. Historic use (if known): Parking Garage/Restaurant	11b. Current use: Parking Garage

**HISTORICAL DATA**

12. Construction date: 1970-1971; 1990s?	15. Architect: Unknown/N/A	18. Previously surveyed? <input checked="" type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Unknown	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Unknown	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input checked="" type="checkbox"/>		22. Sources of information on continuation page. <input checked="" type="checkbox"/>

**ARCHITECTURAL INFORMATION**

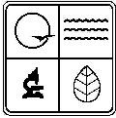
23. Category of property: <input type="checkbox"/> building(s) <input checked="" type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Asphalt	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: N/A
24. Vernacular or property type: Parking Garage	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: N/A	32. Structural system: Reinforced Concrete	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: N/A	33. Ext. wall cladding: N/A	
27. No. of stories: 2	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): N/A	35. Basement type: N/A	40. No. of outbuildings (describe in box 40 cont.): N/A
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: MISSOURI BANK & TRUST COMPANY 1044 MAIN ST KANSAS CITY, MO 64105	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and MaryAnn Warfield	44. Survey date: July 11, 2012
		45. Date of revisions:

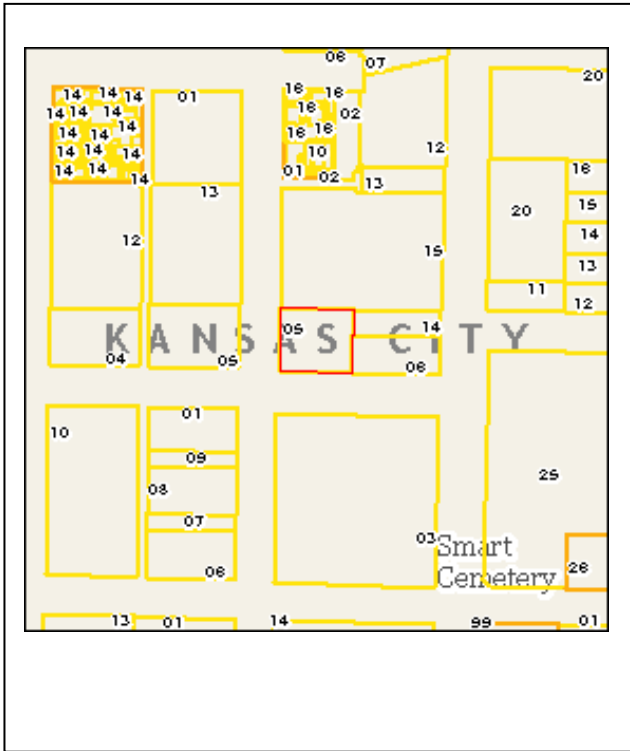
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

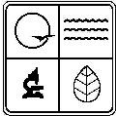


**Photograph:**

Photographer: Richard Welnowski	Date: May 9, 2012	Description: West entrance to parking garage, view looking northeast
------------------------------------	----------------------	---

Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

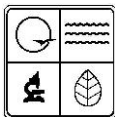
21. (cont.) History and significance. Expand box as necessary, or add continuation pages.  
Originally constructed by Alright Parking in 1970-1971, the parking facility was remodeled c. 1990s. Originally, the parking lot featured a restaurant below grade. The footings of the structure were designed to carry additional floors of retail space if need in the future.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.  
Piland and Norris. Kansas City Historic Resources Survey Form. April 1994. Landmarks Commission, Kansas City, MO

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.  
Located in the Central Business District of Kansas City south of the W. 9<sup>th</sup> Street/Baltimore Avenue Historic District and west of Missouri Bank, the owner of the site.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.  
Surface parking lot with below level parking. The west façade features an entry to the underground parking with an exit on the south façade.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 1925 Baltimore Avenue	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Unknown		9. Present/other name (if known): Mobile Radio Communications	
10. Ownership: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Public		11a. Historic use (if known): Tire Service Shop	11b. Current use: Commercial

**HISTORICAL DATA**

12. Construction date:	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Unknown	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Unknown	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input checked="" type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

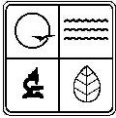
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Asphalt	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: N/A
24. Vernacular or property type: Commercial Building	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: Commercial	32. Structural system: Unknown	39. Changes (describe in box 28 cont.): <input checked="" type="checkbox"/> Addition(s) Date(s): ? <input checked="" type="checkbox"/> Altered Date(s): ? <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: "L" Shape	33. Ext. wall cladding: Stone and Concrete Block	
27. No. of stories: One	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): One	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): 0
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: MOBILE RADIO COMMUNICATIONS 1801 MAIN ST KANSAS CITY, MO 64108	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and MaryAnn Warfield	44. Survey date: July 11, 2012
		45. Date of revisions:

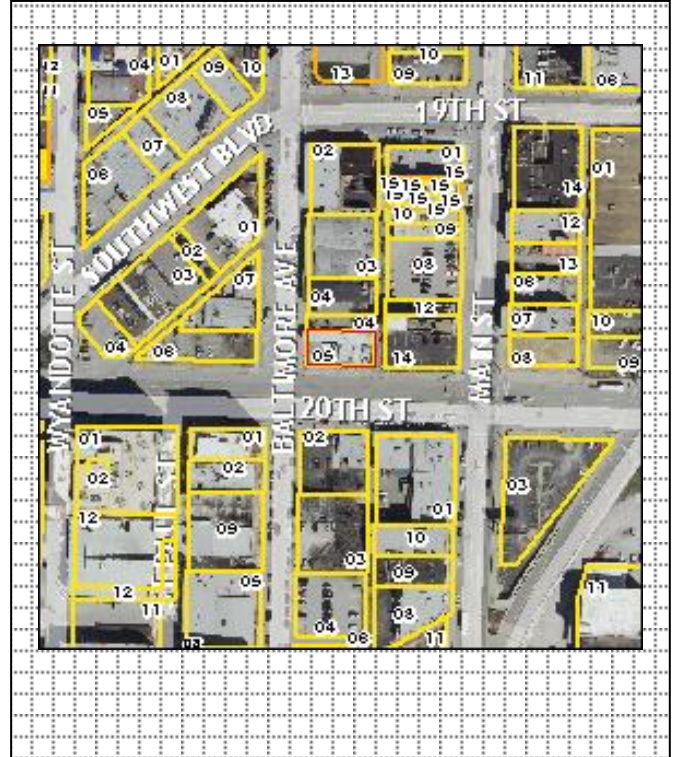
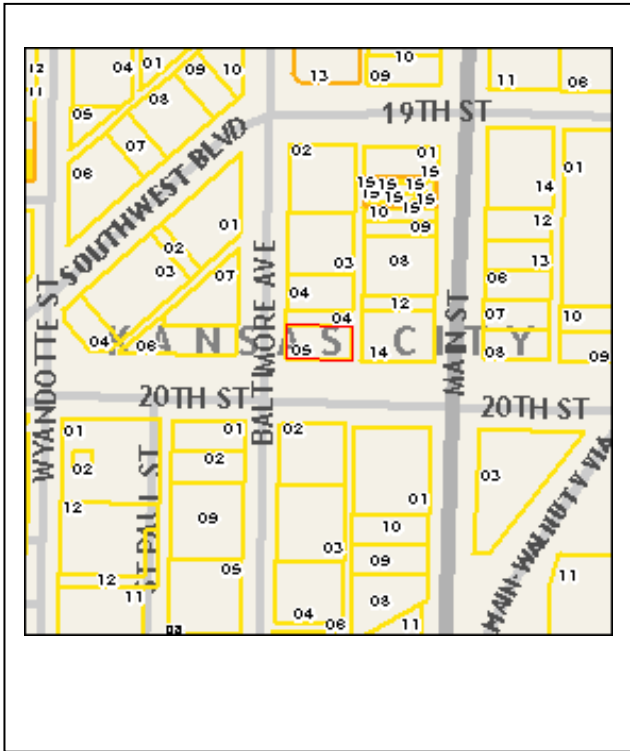
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**



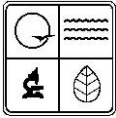
**Photograph:**

Photographer: Richard Welnowski	Date: May 9, 2012	Description: West façade; view facing east, northeast
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Insert photograph of primary structure on property.







**ADDITIONAL INFORMATION:**

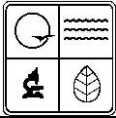
21. (cont.) History and significance. Expand box as necessary, or add continuation pages.  
According to the Sanborn Map, this building was originally used as a Tire Service shop.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.  
Sanborn Map Company, 1951, Vol. 1, Plate 124.

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.  
Located due northeast of the Historic Freight District in the Crossroads Area. Other 20<sup>th</sup> century commercial buildings are in the vicinity.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.  
All fenestration of this building has been infilled. Original bays for the cars were infilled, as well.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 300 Charlotte	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Unknown		9. Present/other name (if known): Comedy Sportz	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Motor Freight Station/Private Garage	11b. Current use: Comedy Club / possibly vacant

**HISTORICAL DATA**

12. Construction date: c. 1940s	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Unknown	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Unknown	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input checked="" type="checkbox"/>		22. Sources of information on continuation page. <input checked="" type="checkbox"/>

**ARCHITECTURAL INFORMATION**

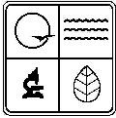
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Tar and gravel	37. Windows: <input checked="" type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: Multiple
24. Vernacular or property type: Commercial	31. Chimney placement: Side north	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: Commercial	32. Structural system: Steel Trusses	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input checked="" type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: "L" Shape	33. Ext. wall cladding: Masonry	
27. No. of stories: One	34. Foundation material: Masonry	
28. No. of bays (1 <sup>st</sup> floor): 3 (east façade)	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): N/A
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input checked="" type="checkbox"/>

**OTHER**

42. Current owner/address: LAND CLEARANCE FOR REDEVELOPMENT AUTHORITY 1100 WALNUT ST STE 1700 KANSAS CITY, MO 64106	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: May 31, 2012
		45. Date of revisions:

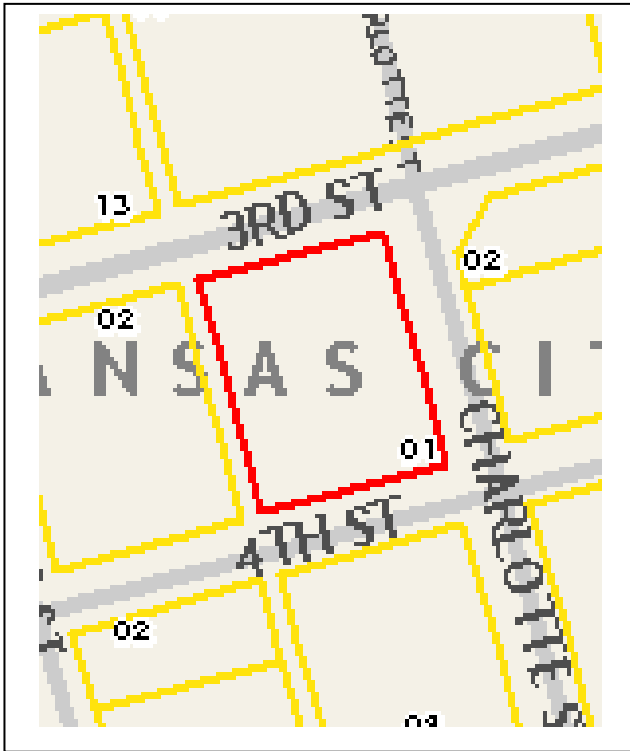
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other: 3	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

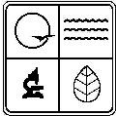


**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: North and East façades view facing southwest
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

It appears that this building was originally built for a private garage and motor freight station. The east section of the building was used as an office, while the rear of the building housed a motor freight station for 15 cars. In the past few years, the property was the location of a comedy club.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

Sanborn Map Company, 1951, Vol. 1, Plate 52.

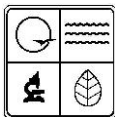
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Located in an area of light industrial and commercial properties north of Holy Rosary National Register District.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

The main façade faces east. The main entrance is centered. Fenestration is industrial sash with brick sills. The western section of the building has a false storefront at the west façade. Some of the windows openings have been infilled.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 315 Cherry Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Unknown		9. Present/other name (if known): Pho's KC	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Restaurant	11b. Current use: Restaurant

**HISTORICAL DATA**

12. Construction date: c. 1900	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: c. 1900	16. Builder/contractor: Unknown	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: Architecture	17. Original or significant owner: Unknown	20. National Register eligible? <input checked="" type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

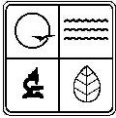
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Tar and Gravel	37. Windows: <input checked="" type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement:
24. Vernacular or property type: Commercial	31. Chimney placement: Side south	38. Acreage (rural): Visible from public road? <input type="checkbox"/>
25. Architectural Style: Two-Part Commercial Block	32. Structural system: Masonry	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input checked="" type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Brick	
27. No. of stories: 2	34. Foundation material: Stone	
28. No. of bays (1 <sup>st</sup> floor): 3	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): N/A
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input checked="" type="checkbox"/>

**OTHER**

42. Current owner/address: NGUYEN VICTOR & TINH THI 315 CHERRY ST KANSAS CITY, MO 64106	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: May 31, 2012
		45. Date of revisions:

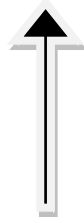
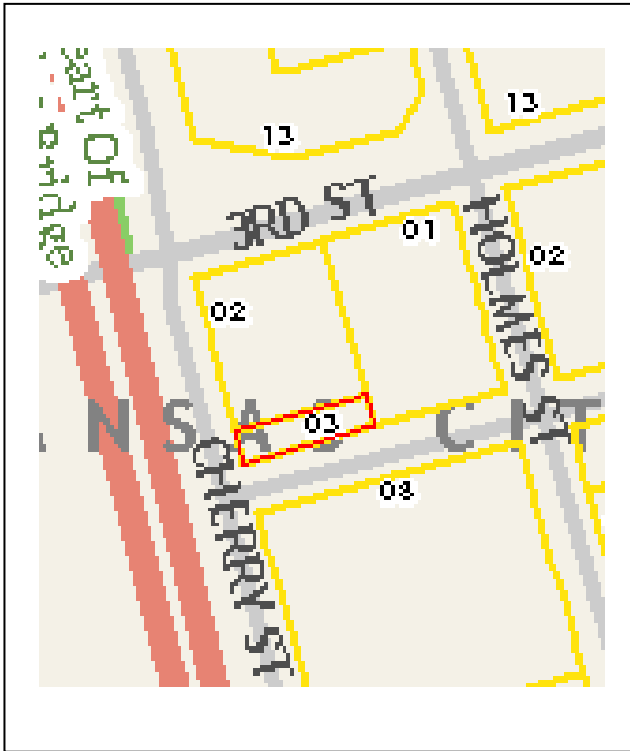
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**



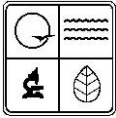
**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: West and South facades, view facing northeast.
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Insert photograph of primary structure on property.







**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

This building did not appear in 1896 Sanborn; however it appears in a 1906 edition. In a 1951 edition it was noted that the building was the location of a restaurant.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

Sanborn Map Company, Vol. 2, 1909, Plate 152.

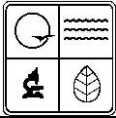
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Located in an area of light industrial and commercial buildings. To the south is the Holy Rosary National Register district.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

The main façade faces west. The original canted entrance has been modified over the years. First story fenestration has been mostly infilled. Second story window units are one-over one, double-hung, sash with brick surrounds. The cornice features brick corbelling set above brick stringcoursing.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) 423	Street Delaware
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): N/A		9. Present/other name (if known): 5 Delaware	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): N/A	11b. Current use: Residential

**HISTORICAL DATA**

12. Construction date: 2005	15. Architect: el dorado architects, Kansas City, MO	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Schweiger Construction Company, KC	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Chris Sally, developer	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input checked="" type="checkbox"/>		22. Sources of information on continuation page. <input checked="" type="checkbox"/>

**ARCHITECTURAL INFORMATION**

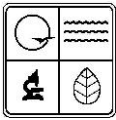
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: EPDM	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: N/A
24. Vernacular or property type: Condominiums	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: Contemporary	32. Structural system: Structural Steel	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Wood, glass and steel	
27. No. of stories: Three	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): Four	35. Basement type: Full	40. No. of outbuildings (describe in box 40 cont.): N/A
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: Multiple Owners 423 Delaware Kansas City MO	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: July 11, 2012
		45. Date of revisions:

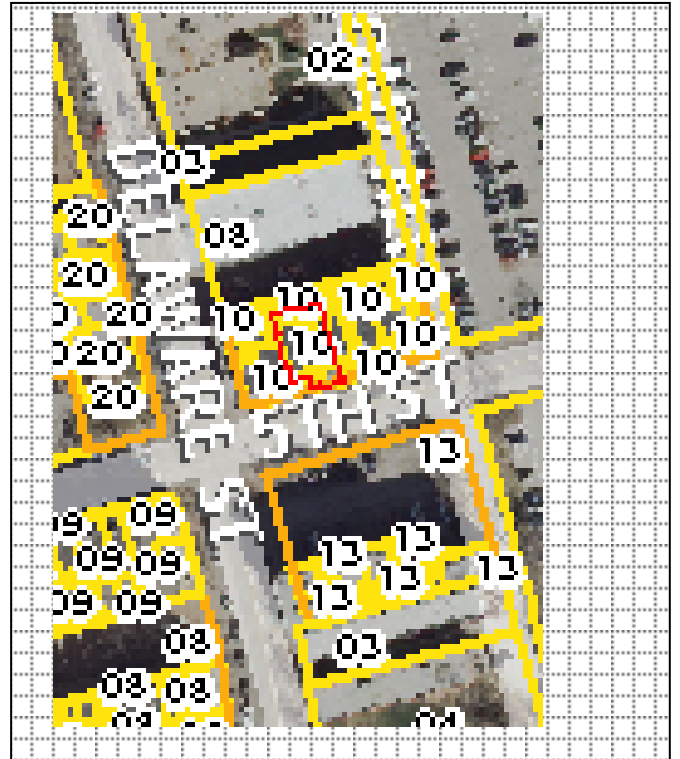
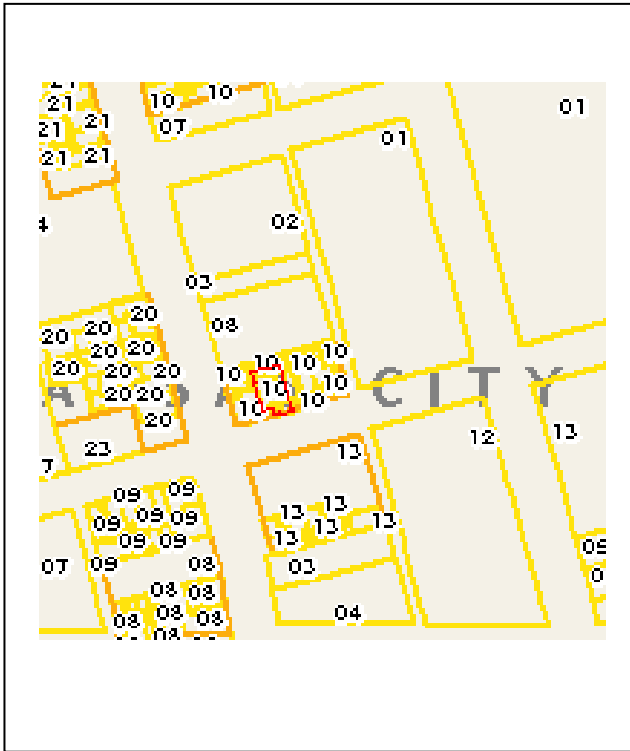
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

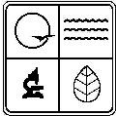


**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: North and East façades view facing southwest
------------------------------------	-----------------------	--

Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

This condominium was designed by el dorado architects, Kansas City, MO and completed in 2006.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

El dorado Architects, Kansas City.

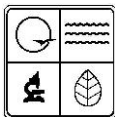
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Located in the heart of the Old Town Historic District on Delaware Street. The majority of the surrounding buildings date from the 1870s-1890s. To the east is the City Market.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

5 Delaware Lofts contain 13 units, each with recessed balconies and large expanses of windows.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) 500	Street E. 1 <sup>st</sup> Street
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Chicago-Alton RR Freight Depot		9. Present/other name (if known): Unknown	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Freight Depot	11b. Current use: Warehouse

**HISTORICAL DATA**

12. Construction date: C. 1878	15. Architect: attrib: Octave Chanute, engineer	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: C. 1880-1962 (?)	16. Builder/contractor: Unknown	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: Transportation and Industry	17. Original or significant owner: Chicago-Alton Railroad	20. National Register eligible? <input checked="" type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

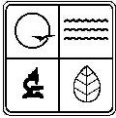
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Metal (?)	37. Windows: <input checked="" type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement:
24. Vernacular or property type: Freight House	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: Vernacular	32. Structural system: Masonry	39. Changes (describe in box 28 cont.): <input checked="" type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Brick	
27. No. of stories: One	34. Foundation material: Brick and concrete	
28. No. of bays (1 <sup>st</sup> floor): One (Main façade)	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): N/A
29. Roof type: Gable	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input checked="" type="checkbox"/>

**OTHER**

42. Current owner/address: John Woodruff 9619 N Revere Ave Kansas City MO 64154	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: May 30, 2012
		45. Date of revisions:

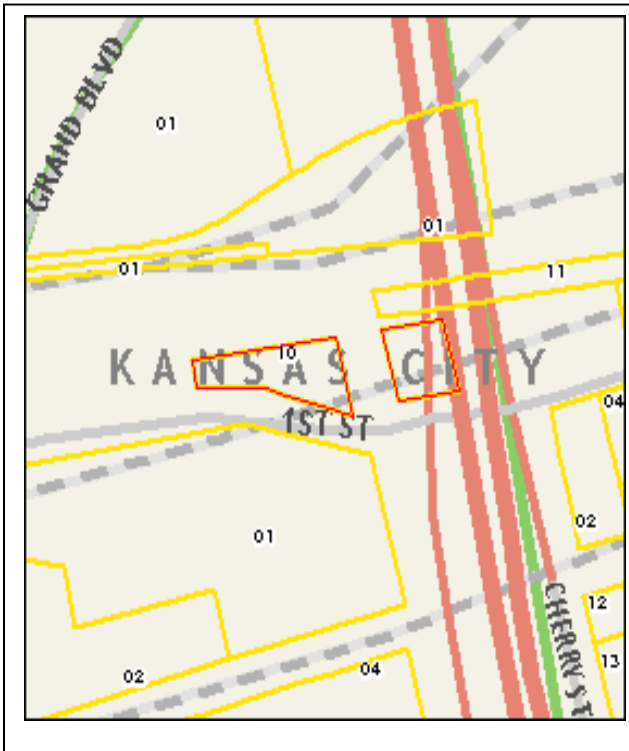
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**



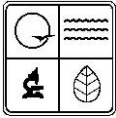
**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: North and west façade, view facing northeast.
------------------------------------	-----------------------	---

Insert photograph of primary structure on property.







**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

This freight house was constructed by the Chicago-Alton Railroad Company c. 1880. Octave Chanute, the engineer for the first Hannibal Bridge, Kansas City (the first bridge to span the Missouri River; opened August 14, 1869), was the chief engineer for the Chicago-Alton Railroad and was responsible for designing and constructing the stockyards for Kansas City and Chicago. He was also in charge of building several railroad lines into Kansas. Quite possibly, Chanute was the architect for this building.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

*The Historical Guide to North American Railroads.* (Waukesha, WI: Kalmbach Publishing Company, 2000). Sanborn Maps and Historic Atlases of Kansas City, 1896, 1909.

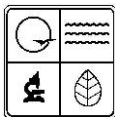
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Located just north of Veolia Energy and south of the Missouri River and the KC Terminal Railroad tracks. The Heart of America Bridge is directly to the east of the building.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

The main façade faces west. A centered single-leaf entrance is flanked by industrial sash windows. Similar fenestration, separated by brick piers, is located on the secondary facades. A gabled, similarly styled building is connected to the east.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 720 East 1 <sup>st</sup> Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Unknown		9. Present/other name (if known): BADAMI PROPERTIES LLC	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Light Industrial	11b. Current use: Vacant (?)

**HISTORICAL DATA**

12. Construction date: 1947	15. Architect: George Dandson	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: DeTrue, builder.	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Unknown	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) X not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input checked="" type="checkbox"/>		22. Sources of information on continuation page. <input checked="" type="checkbox"/>

**ARCHITECTURAL INFORMATION**

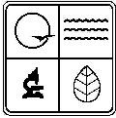
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Tar and Gravel	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement:
24. Vernacular or property type: Commercial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: N/A	32. Structural system: Masonry	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input checked="" type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Irregular	33. Ext. wall cladding: Concrete Block and face brick	
27. No. of stories: One	34. Foundation material: Concrete Block	
28. No. of bays (1 <sup>st</sup> floor): Two	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): 1
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input checked="" type="checkbox"/>

**OTHER**

42. Current owner/address: BADAMI PROPERTIES LLC 10216 N PARK AVE KANSAS CITY, MO 64155	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: May 31, 2012
		45. Date of revisions:

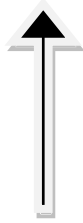
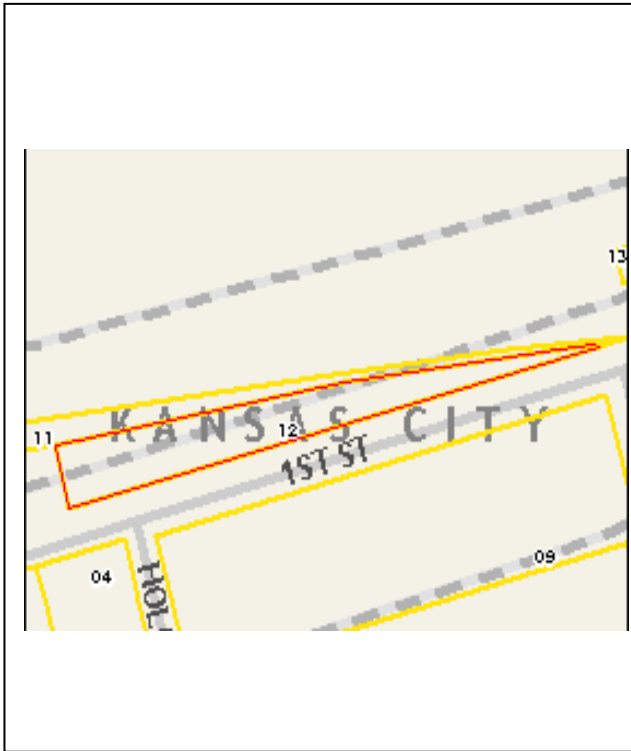
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other: 3	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

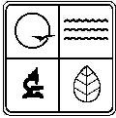


**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: South and east façade, view looking northwest.
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

This one-story concrete block building was designed by architect George Dandson and constructed by DeTrue for John Stark.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

Building Permit No. 20911, Kansas City, MO

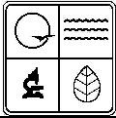
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Located in an area of light industrial and commercial buildings. To the north are the Missouri River and Kansas City Terminal Railroad tracks.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

The main façade faces east. Fenestration has been infilled. A security fence is placed at the southern boundary. The property also includes the Quonset Hut located directly to the east (see separate inventory form).





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 720 East 1 <sup>st</sup> Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Unknown		9. Present/other name (if known): BADAMI PROPERTIES LLC	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Storage (?)	11b. Current use: Vacant

**HISTORICAL DATA**

12. Construction date: c. 1947-1950s	15. Architect: N/A	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Unknown	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Unknown	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) X not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input checked="" type="checkbox"/>		22. Sources of information on continuation page. <input checked="" type="checkbox"/>

**ARCHITECTURAL INFORMATION**

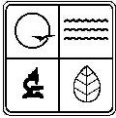
23. Category of property: <input type="checkbox"/> building(s) <input type="checkbox"/> site <input checked="" type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Metal	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: N/A
24. Vernacular or property type: Industrial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: Quonset Hut	32. Structural system: Metal	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Half Round	33. Ext. wall cladding: Metal	
27. No. of stories: 1	34. Foundation material: Concrete slab	
28. No. of bays (1 <sup>st</sup> floor): 1	35. Basement type: N/A	40. No. of outbuildings (describe in box 40 cont.): N/A
29. Roof type: Curved	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input checked="" type="checkbox"/>

**OTHER**

42. Current owner/address: BADAMI PROPERTIES LLC 10216 N PARK AVE KANSAS CITY, MO 64155	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: May 31, 2012
		45. Date of revisions:

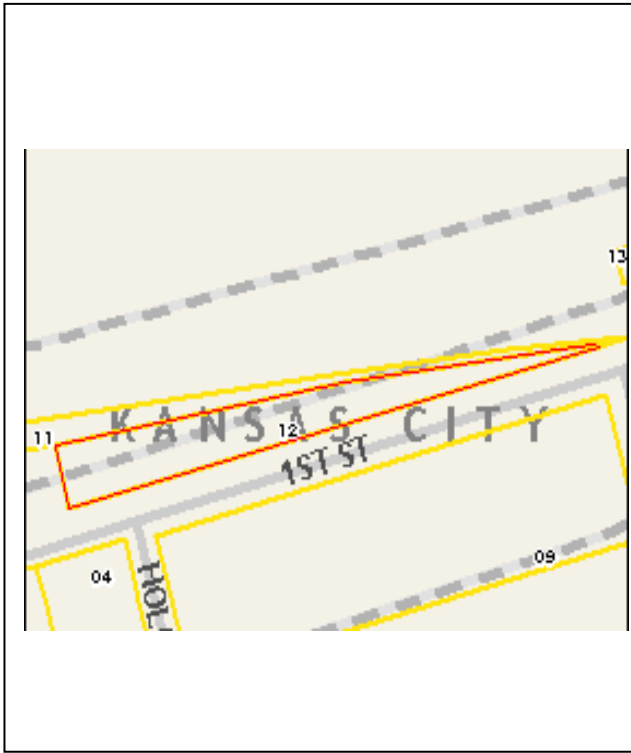
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**



**Photograph:**

Photographer:  
Richard Welnowski

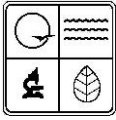
Date:  
May 27, 2012

Description:  
South and east façades; view facing northwest.

Insert photograph of primary structure on property.







**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

Associated with the concrete block building to the west, this Quonset Hut may have been built shortly after the 1947 one-story light industrial building.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

N/A

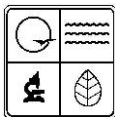
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Located in an area of light industrial and commercial properties. To the north are the Missouri River and Kansas City Terminal Railroad tracks.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

The main entrance faces east and consists of a double-leaf door with a metal overhang and concrete stoop.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 899 East 1 <sup>st</sup> Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): U. S. Sprint Communications		9. Present/other name (if known): U. S. Sprint Communications	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Sprint	11b. Current use: Communications center

**HISTORICAL DATA**

12. Construction date: 1990s ?	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Unknown	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Sprint (?)	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

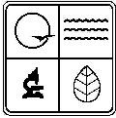
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Rolled	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement:
24. Vernacular or property type: Light Industrial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: N/A	32. Structural system: Steel frame	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Irregular	33. Ext. wall cladding: Concrete	
27. No. of stories: One	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): Multiple	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): N/A
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: U S SPRINT COMMUNICATIONS CO 9300 METCALF AVE OVERLAND PARK, KS 66212	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: May 31, 2012
		45. Date of revisions:

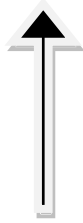
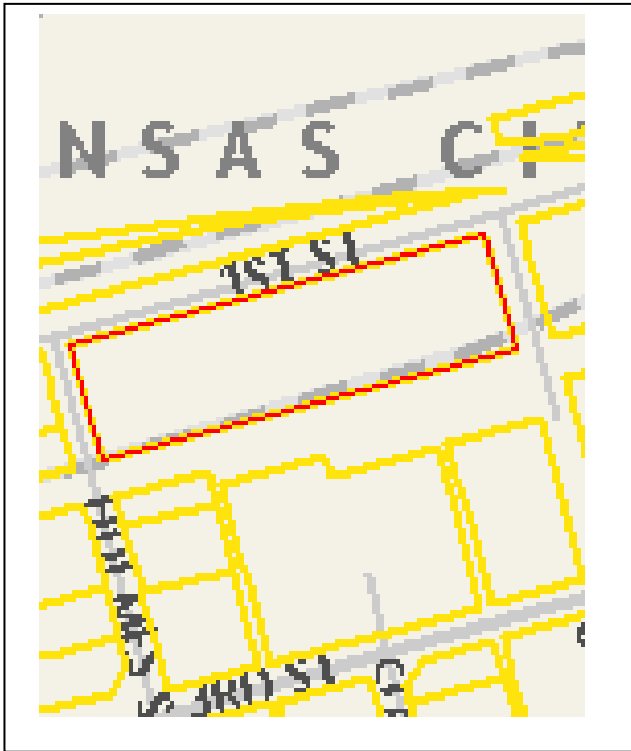
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other: 3	



**Location Map (include north arrow):**

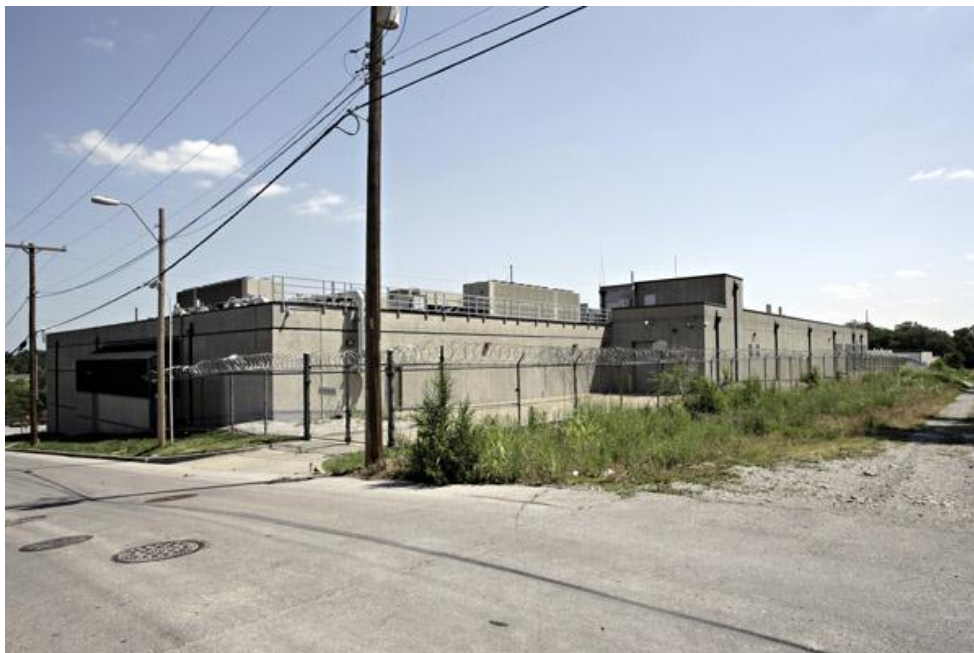
**Site Map/plan (include north arrow):**

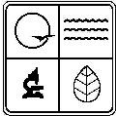


**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: South and west façades view facing northeast
------------------------------------	-----------------------	--

Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

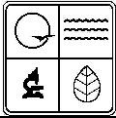
21. (cont.) History and significance. Expand box as necessary, or add continuation pages.  
It appears that this property was built for Sprint as a communications center.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.  
N/A

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.  
Located in an area of light industrial and commercial buildings. To the north are the Missouri River and Kansas City Terminal Railroad tracks.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.  
This property features a series of units linked together. There appears to be no fenestration, at least visible from public roads.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 413 East 3 <sup>rd</sup> Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Unknown		9. Present/other name (if known): DEFEO PRODUCE	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Wholesale Grocery Warehouse	11b. Current use: Warehouse

**HISTORICAL DATA**

12. Construction date: c. 1920-1935	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Unknown	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Unknown	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input checked="" type="checkbox"/>		22. Sources of information on continuation page. <input checked="" type="checkbox"/>

**ARCHITECTURAL INFORMATION**

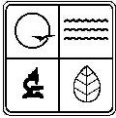
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Tar and gravel	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement:
24. Vernacular or property type: Commercial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: N/A	32. Structural system: Steel trusses	39. Changes (describe in box 28 cont.): <input checked="" type="checkbox"/> Addition(s) Date(s): <input checked="" type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Tile Brick Face and Concrete	
27. No. of stories: Two	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): Unknown	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): N/A
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input checked="" type="checkbox"/>

**OTHER**

42. Current owner/address: DEFEO NICHOLAS JOHN & 4801 NE SHADY LN KANSAS CITY, MO 64119	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: May 31, 2012
		45. Date of revisions: July 18, 2012

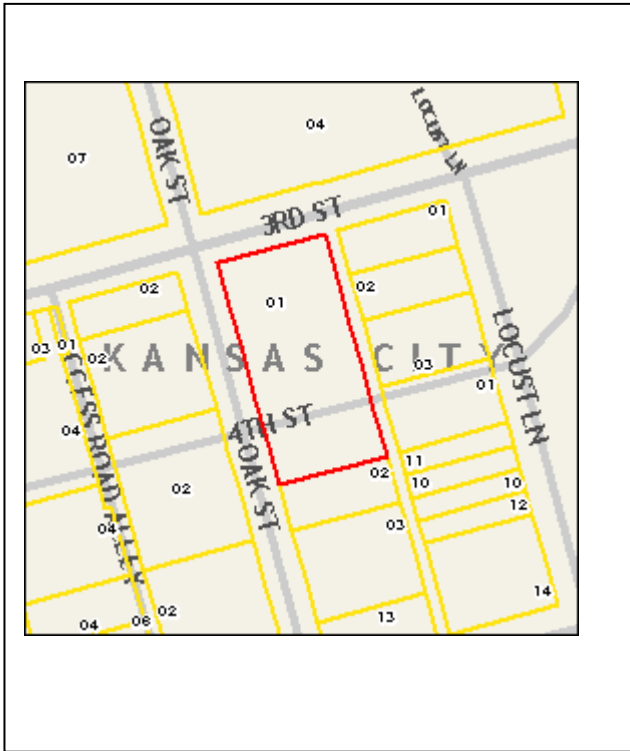
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**



**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: North and west facades, view facing southeast
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Insert photograph of primary structure on property.







**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

This building is illustrated in the 1939 Sanborn Map as the location of a wholesale grocery business.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

Sanborn Map Company, 1939, Vol. 1, Plate 50.

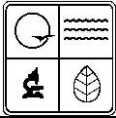
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Located to the east of the Old Town National Register District and to the south of Cold Storage building, listed in the National Register.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

It appears that this masonry building has been drastically modified over the years with a molded, concrete facing at the north façade. Two overhead doors are located at the far west bay of the north façade. It was original designed with steel trusses and a tile brick face. Floors are concrete.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 601 East 3 <sup>rd</sup> Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Monark Egg Company		9. Present/other name (if known): KC Custom Metal	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Egg Company Warehouse	11b. Current use: Manufacturing facility

**HISTORICAL DATA**

12. Construction date: 1935, 1959, 1964 and 1967	15. Architect: F. H. Crites (1935)	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Sam Price (1959)	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Monark Egg Company	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

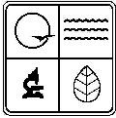
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Tar and gravel	37. Windows: <input checked="" type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement:
24. Vernacular or property type: Commercial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input type="checkbox"/>
25. Architectural Style: N/A	32. Structural system: Steel	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Irregular	33. Ext. wall cladding: Concrete Block	
27. No. of stories: One	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): Multiple	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): N/A
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input checked="" type="checkbox"/>

**OTHER**

42. Current owner/address: KC PROPERTY ONE LLC 14615 SKYVIEW AVE SMITHVILLE, MO 64089-8539	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: May 31, 2012
		45. Date of revisions: July 17, 2012

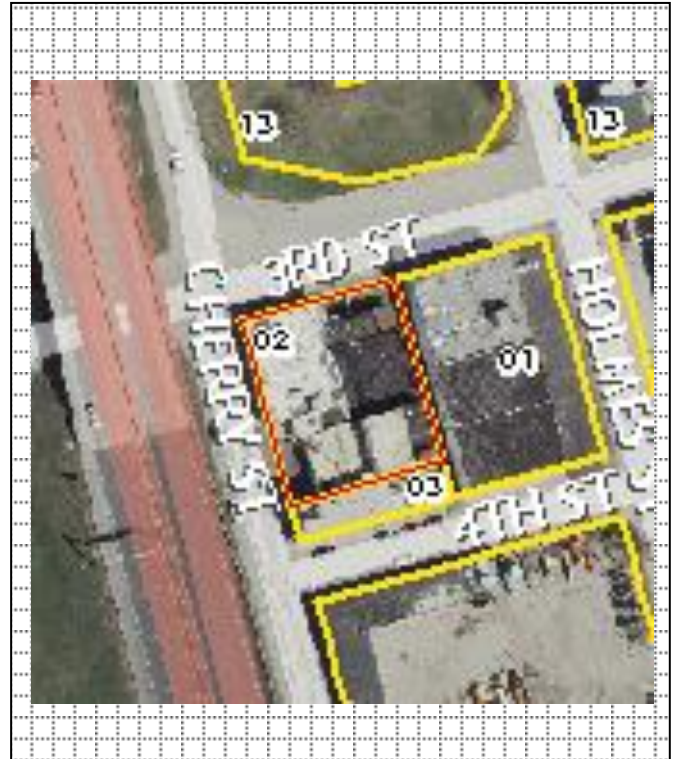
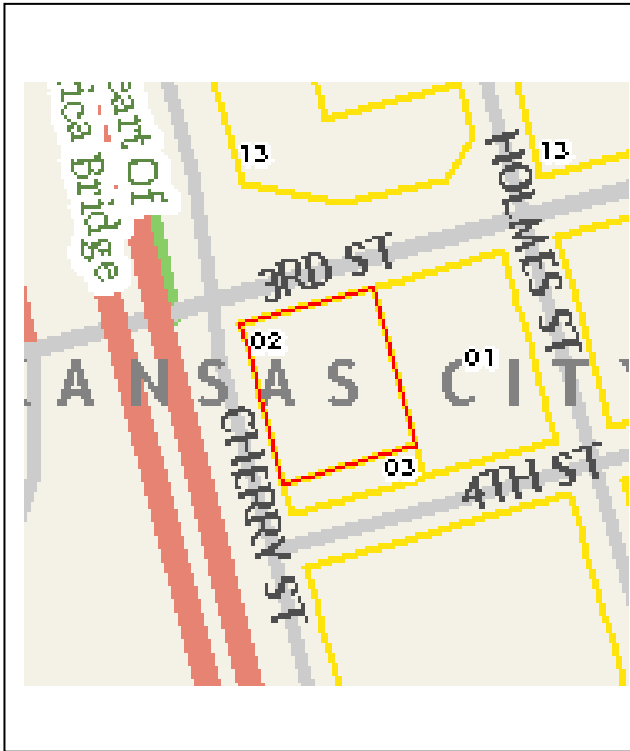
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other: 3	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

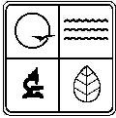


**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: North façade, view facing south.
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

The building was constructed for the Monark Egg Company in 1935. Additions to the company occurred in 1959, 1964 and 1967.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

Building Permit Nos. 15758 and 53995, Kansas City, MO

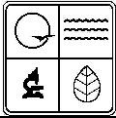
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

This property is located in an area of light industrial and commercial buildings.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

The main façade faces north. A single-leaf door is placed at the far west bay of the north façade. Multiple windows and overhead doors articulate the main façade.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 700 East 3 <sup>rd</sup> Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Unknown		9. Present/other name (if known): Caddy Shack	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Restaurant	11b. Current use: Tavern

**HISTORICAL DATA**

12. Construction date: 1949	15. Architect: J. Koch, Jr., architect	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: H. L. Kinman, builder	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Unknown	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input checked="" type="checkbox"/>

**ARCHITECTURAL INFORMATION**

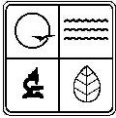
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Unknown	37. Windows: <input type="checkbox"/> historic <input checked="" type="checkbox"/> replacement Pane arrangement:
24. Vernacular or property type: Commercial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: One-Part Commercial Block	32. Structural system: Wood frame	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input checked="" type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Vinyl siding	
27. No. of stories: One	34. Foundation material: Unknown	
28. No. of bays (1 <sup>st</sup> floor): Three	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): N/A
29. Roof type: Flat with parapet	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input checked="" type="checkbox"/>

**OTHER**

42. Current owner/address: MJP & RCM LLC 11336 N SUMMIT ST KANSAS CITY, MO 64155	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: May 31, 2012
		45. Date of revisions: July 17, 2012

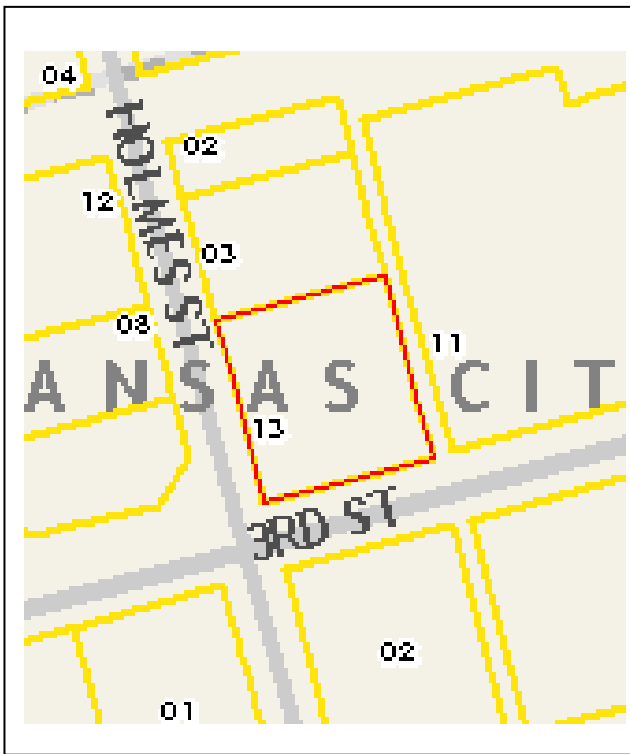
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other: 3	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**



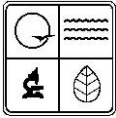
**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: South façade, view facing northeast.
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Insert photograph of primary structure on property.







**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

The original building was the location of a restaurant, designed by architect J. Koch, Jr. Alterations to the original building were made at an unknown date.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

Building Permit No. 16942, Kansas City, MO

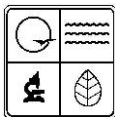
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Located in an area of light industrial and commercial buildings.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

The main façade faces south. The original exterior material, possibly brick, has been cladded with vinyl siding. Fenestration is modified from the original, as is the main entrance. The heavy parapet at the south façade is non-original.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 701 East 3 <sup>rd</sup> Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Campbell 66 Trucks		9. Present/other name (if known): Unknown / vacant	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Truck Garage	11b. Current use: Vacant

**HISTORICAL DATA**

12. Construction date: c. 1940s with additions in 1950 and 1967		15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A		16. Builder/contractor: Fogel Construction (1950 addition)	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A		17. Original or significant owner: Campbell 66 Trucks	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input checked="" type="checkbox"/>		22. Sources of information on continuation page. <input checked="" type="checkbox"/>	

**ARCHITECTURAL INFORMATION**

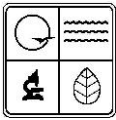
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object		30. Roof material: Tar and gravel	37. Windows: <input checked="" type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement:
24. Vernacular or property type: Commercial		31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: N/A		32. Structural system: Steel	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input checked="" type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular		33. Ext. wall cladding: Metal and concrete	
27. No. of stories: One		34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): Five		35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): N/A
29. Roof type: Flat		36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input checked="" type="checkbox"/>

**OTHER**

42. Current owner/address: LAND CLEARANCE REDEVELOPMENT AUTHORITY 1100 WALNUT ST STE 1700 KANSAS CITY, MO 64106		43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: May 31, 2012
			45. Date of revisions:

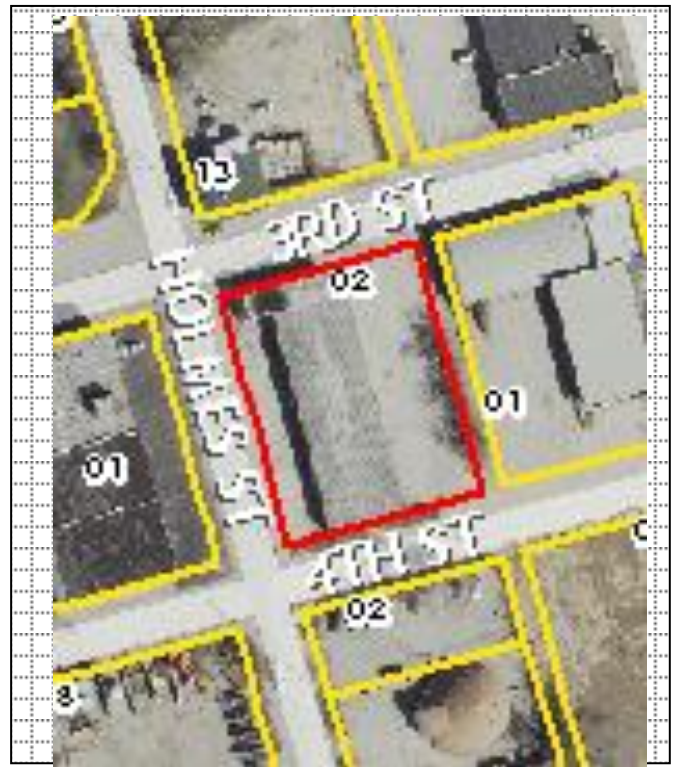
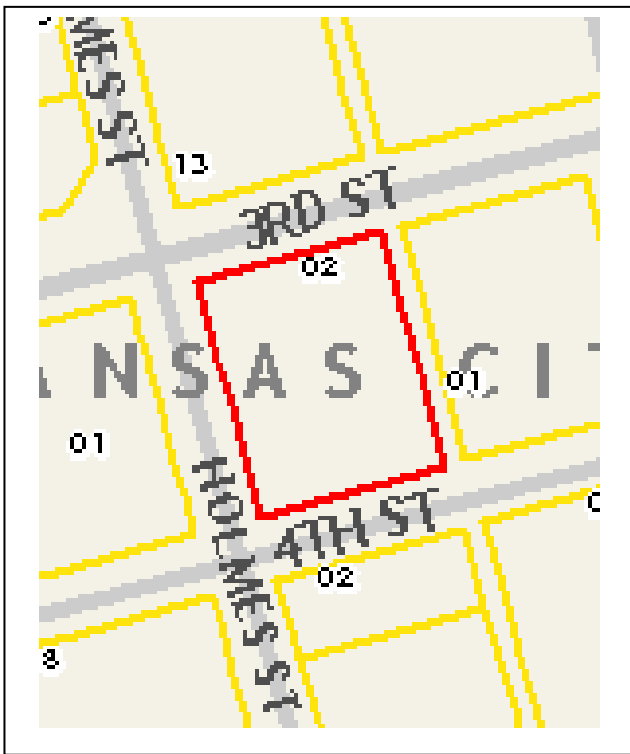
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

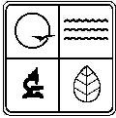


**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: North and east façades, view facing southwest.
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

Originally constructed for Campbell 66 Trucks c. 1940s, the building was altered in 1950 with a 52 x 60 foot addition.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

Building Permits, Kansas City, MO

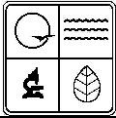
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Located in an area of light industrial and commercial buildings.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

The main façade faces north. A single-leaf door is located at the far west bay of the north façade. Fenestration of the north façade is industrial sash. A concrete loading dock and freight openings are located at the north façade. A metal canopy shelters this façade.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 720 East 3 <sup>rd</sup> Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Unknown		9. Present/other name (if known): Vacant	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Motor Freight Company	11b. Current use: Vacant

**HISTORICAL DATA**

12. Construction date: c. 1940s	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Unknown	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Unknown	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

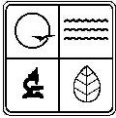
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Tar and gravel	37. Windows: <input checked="" type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement:
24. Vernacular or property type: Commercial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: N/A	32. Structural system: Steel	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Brick	
27. No. of stories: One	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): Three	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): 1 ( see additional form for 720)
29. Roof type: Flat	36. Front porch type/placement: Stoop South facade	41. Further description of building features and associated resources on continuation page. <input checked="" type="checkbox"/>

**OTHER**

42. Current owner/address: NIGRO FAMILY PARTNERSHIP LP 8535 N DONNELLY AVE KANSAS CITY, MO 64157-9249	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: May 31, 2012
		45. Date of revisions:

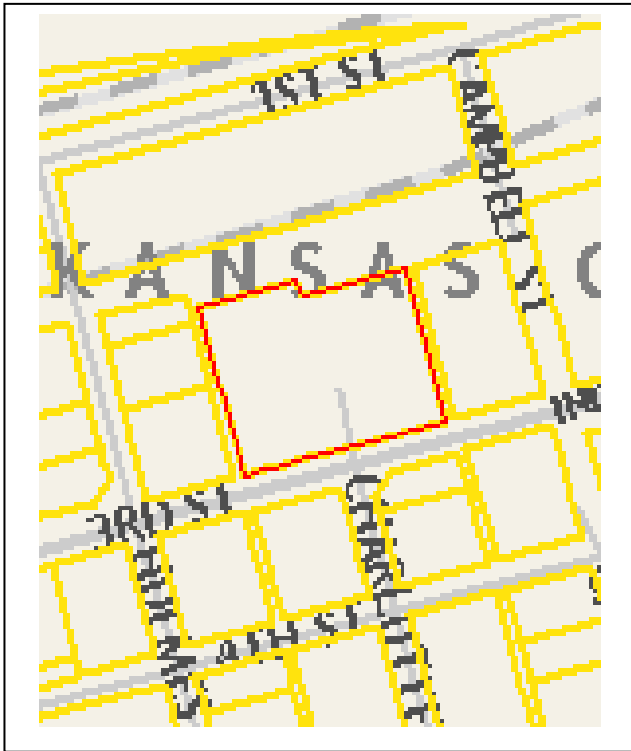
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**



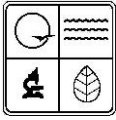
**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: South and east façades, view facing northwest.
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Insert photograph of primary structure on property.







**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

The property was originally the location of a Motor Freight Station and office. The building to the east was affiliated and used as an auto repair shop. The Motor Freight Shop may have been remodeled in the recent years with face brick.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

Sanborn Map Company, Vol. 1, 1951, plate 52.

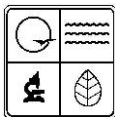
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Located in an area of light industrial and commercial buildings.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

The main façade faces south. An off-centered entrance features a single-leaf aluminum and glass door reached by a series of concrete stairs and sheltered by a metal canopy. Fenestration is fixed with brick sills.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 720 (second bldg.) East 3 <sup>rd</sup> Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Unknown		9. Present/other name (if known): Vacant	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Auto Repair Shop	11b. Current use: Vacant

**HISTORICAL DATA**

12. Construction date: c. 1940s	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Unknown	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Unknown	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

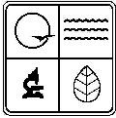
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Tar and gravel	37. Windows: <input checked="" type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: Industrial sash
24. Vernacular or property type: Commercial	31. Chimney placement: South side	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: N/A	32. Structural system: Steel	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Concrete block	
27. No. of stories: One	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): Seven	35. Basement type: N/A	40. No. of outbuildings (describe in box 40 cont.): N/A
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input checked="" type="checkbox"/>

**OTHER**

42. Current owner/address: NIGRO FAMILY PARTNERSHIP LP 8535 N DONNELLY AVE KANSAS CITY, MO 64157-9249	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: May 31, 2012
		45. Date of revisions:

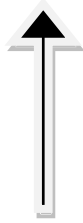
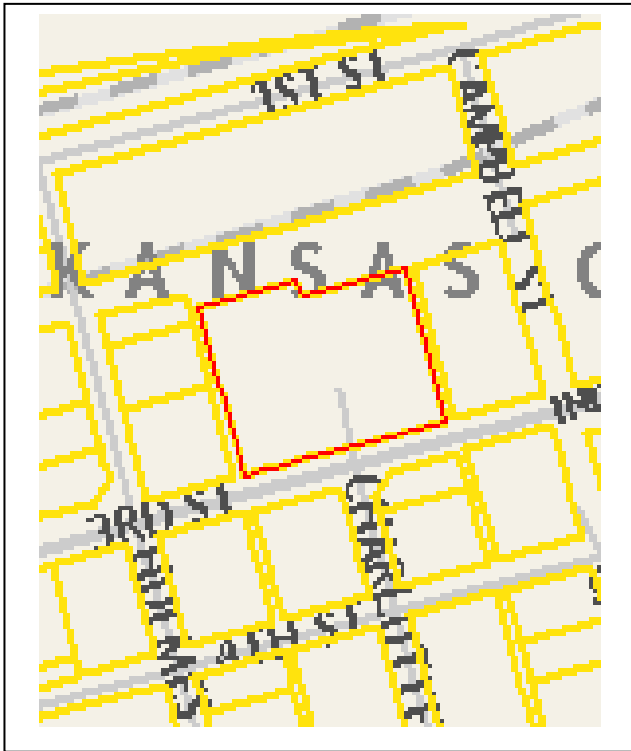
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

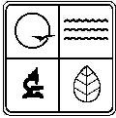


**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: South and west façade, view facing northeast.
------------------------------------	-----------------------	---

Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

This property appears to have been originally affiliated with the building sited to the west. It was originally the location of an auto repair shop.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

Sanborn Map Company, 1951. Vol. 1, Plate 52.

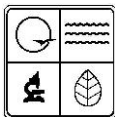
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Located in an area of light industrial and commercial buildings.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

The main façade faces west. Multiple rolling overhead metal doors mark the main façade; a single-leaf door is placed at the far south end of the west façade. Industrial sash fenestration marks the south façade.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 100 (Primary) Grand Boulevard	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Kansas City Power and Light Company Grand Avenue Power Plant Storage House		9. Present/other name (if known): Veolia Energy	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Industrial Store House	11b. Current use: Office (?)

**HISTORICAL DATA**

12. Construction date: c. 1927	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: c. 1927	16. Builder/contractor: attrib: Kansas City Power and Light Co.	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: Industry	17. Original or significant owner: Kansas City Power and Light Co.	20. National Register eligible? <input checked="" type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

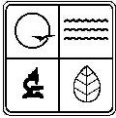
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Tar and gravel	37. Windows: <input checked="" type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: Multiple
24. Vernacular or property type: Commercial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: Vernacular	32. Structural system: Reinforced Steel Frame	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Irregular	33. Ext. wall cladding: Brick	
27. No. of stories: Two	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): Six	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): 3
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input checked="" type="checkbox"/>

**OTHER**

42. Current owner/address: tax info 2011 TRIGEN-KC DIST ENERGY CORP 115 GRAND BLVD KANSAS CITY, MO 64106	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: May 31, 2012
		45. Date of revisions:

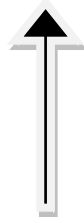
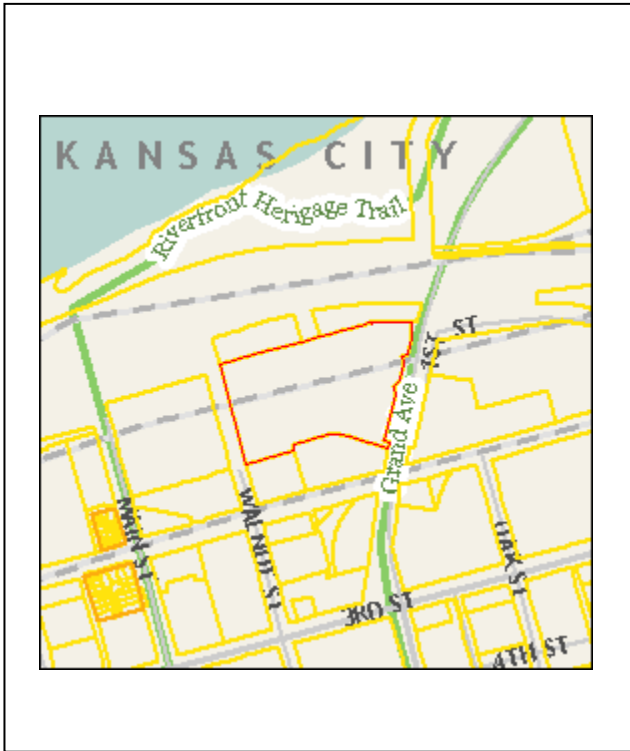
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**



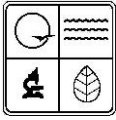
**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: North and East facades, view facing southwest.
------------------------------------	-----------------------	--

Insert photograph of primary structure on property.







**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

The Kansas City Power and Light Company Grand Avenue Power Plant used this building as a "Store House." It was built by KCPL when they purchased the Metropolitan Street Railway Company Power House to be used as their new facility.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

Sanborn Map Company, Kansas City, MO (1939, Vol. 1, Plate 45).

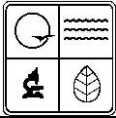
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Located to the west of the historic Metropolitan Street Railway Powerhouse, just west of the Grand Boulevard Bridge. To the north is the Missouri River and the Riverfront Trail. The Kansas City Terminal Railroad tracks are located to the north, as well.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

A canted entrance is placed at the northeast corner of the building. Fenestration is industrial sash. Bays are divided by brick piers. Corbeled brick stringcoursing articulates the upper story.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 108 Grand Boulevard	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Kansas City Power and Light Company Head House		9. Present/other name (if known): Veolia Energy	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Head House	11b. Current use: Head House/Office

**HISTORICAL DATA**

12. Construction date: 1928	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: 1928	16. Builder/contractor: Kansas City Power and Light Co.	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: Industry	17. Original or significant owner: Kansas City Power and Light Co.	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input checked="" type="checkbox"/> C <input type="checkbox"/> NC ) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

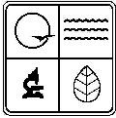
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Tar and Gravel	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement:
24. Vernacular or property type: Industrial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: N/A	32. Structural system: Reinforced Brick	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Reinforced Brick	
27. No. of stories: 2/1; 1	34. Foundation material: Cast in place concrete	
28. No. of bays (1 <sup>st</sup> floor): One	35. Basement type: N/A	40. No. of outbuildings (describe in box 40 cont.): See 115 Grand Boulevard
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input checked="" type="checkbox"/>

**OTHER**

42. Current owner/address: tax info 2011 TRIGEN-KC DIST ENERGY CORP 115 GRAND BLVD KANSAS CITY, MO 64106	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: May 31, 2012
		45. Date of revisions: July 18, 2012

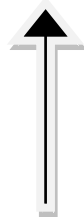
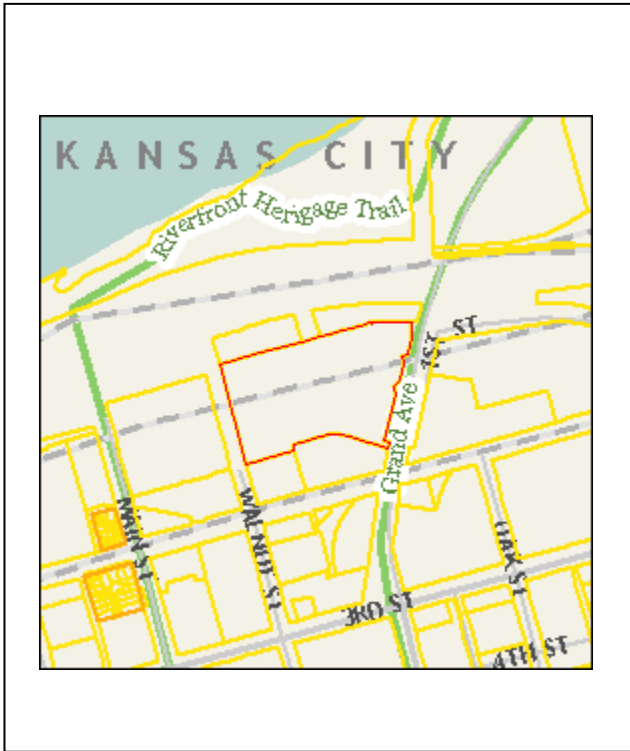
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

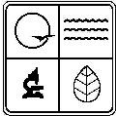


**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: View facing north
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

The head house (managing facility) was constructed in 1928 for the Kansas City Power and Light Grand Avenue Power Station and connected to the conveyer belt that stretches east to the power plant. The small brick building placed to the west of the head house was used as an office. The lighting tower and tanks were originally built for Trigen Energy Company.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

Sanborn Map Company, Vol. 1, 1939, Sheet 45. Also, Veolia Energy, PR Department and Building Supervisor.

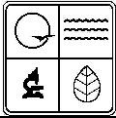
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Located to the west of the historic Metropolitan Street Railway Company Powerhouse and to the northeast of the Old Town Historic District. Grand Boulevard Bridge is directly to the east; the Missouri River is directly to the north.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

The 1928 head house is constructed of reinforced brick walls and features a concrete floor. It appears from information illustrated on the 1939 Sanborn Map that the smaller office is constructed in a similar manner.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street Bridge over Grand @ 115 Grand Boulevard	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Kansas City Power and Light Company		9. Present/other name (if known): Veolia Energy	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Bridge	11b. Current use: Bridge

**HISTORICAL DATA**

12. Construction date: 1929	15. Architect: N/A	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: 1929	16. Builder/contractor: Kansas City Power and Light Company	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: Industry	17. Original or significant owner: Kansas City Power and Light Company	20. National Register eligible? <input checked="" type="checkbox"/> individually eligible (with MSRPH) <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

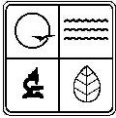
23. Category of property: <input type="checkbox"/> building(s) <input type="checkbox"/> site <input checked="" type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: N/A	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: N/A
24. Vernacular or property type: Structure	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: N/A	32. Structural system: Metal	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: rectangular	33. Ext. wall cladding: Metal	
27. No. of stories: N/A	34. Foundation material: (Concrete Base)	
28. No. of bays (1 <sup>st</sup> floor): N/A	35. Basement type: N/A	40. No. of outbuildings (describe in box 40 cont.): 0
29. Roof type: N/A	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: tax info 2011 TRIGEN-KC DIST ENERGY CORP 115 GRAND BLVD KANSAS CITY, MO 64106	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: July 11, 2012
		45. Date of revisions: July 17, 2012

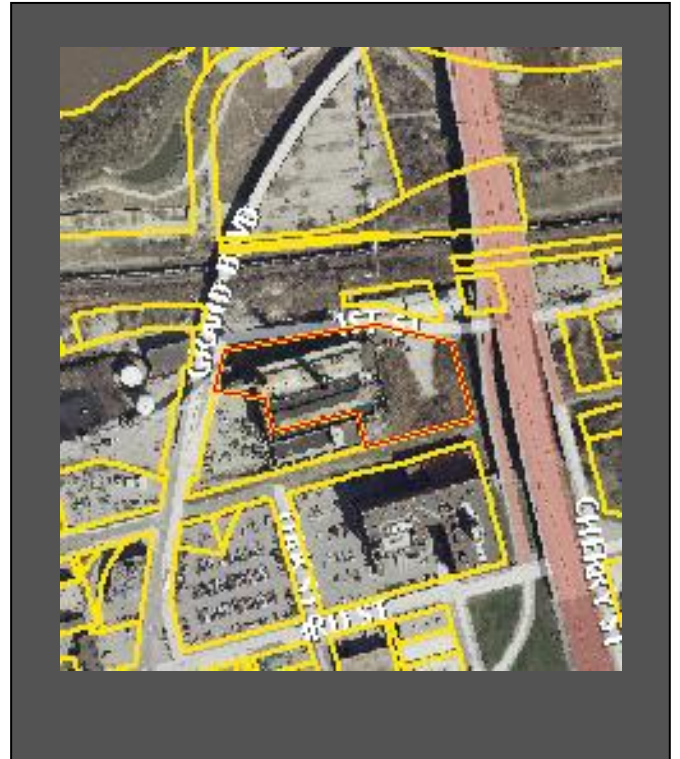
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**



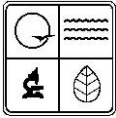
**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: South face; view looking north
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Insert photograph of primary structure on property.







**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

This bridge was built by the Kansas City Power and Light Company after they took over the Metropolitan Street Railway Power House connected to the east. It appears to be eligible due to its connection to the Kansas City Power and Light Power House.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

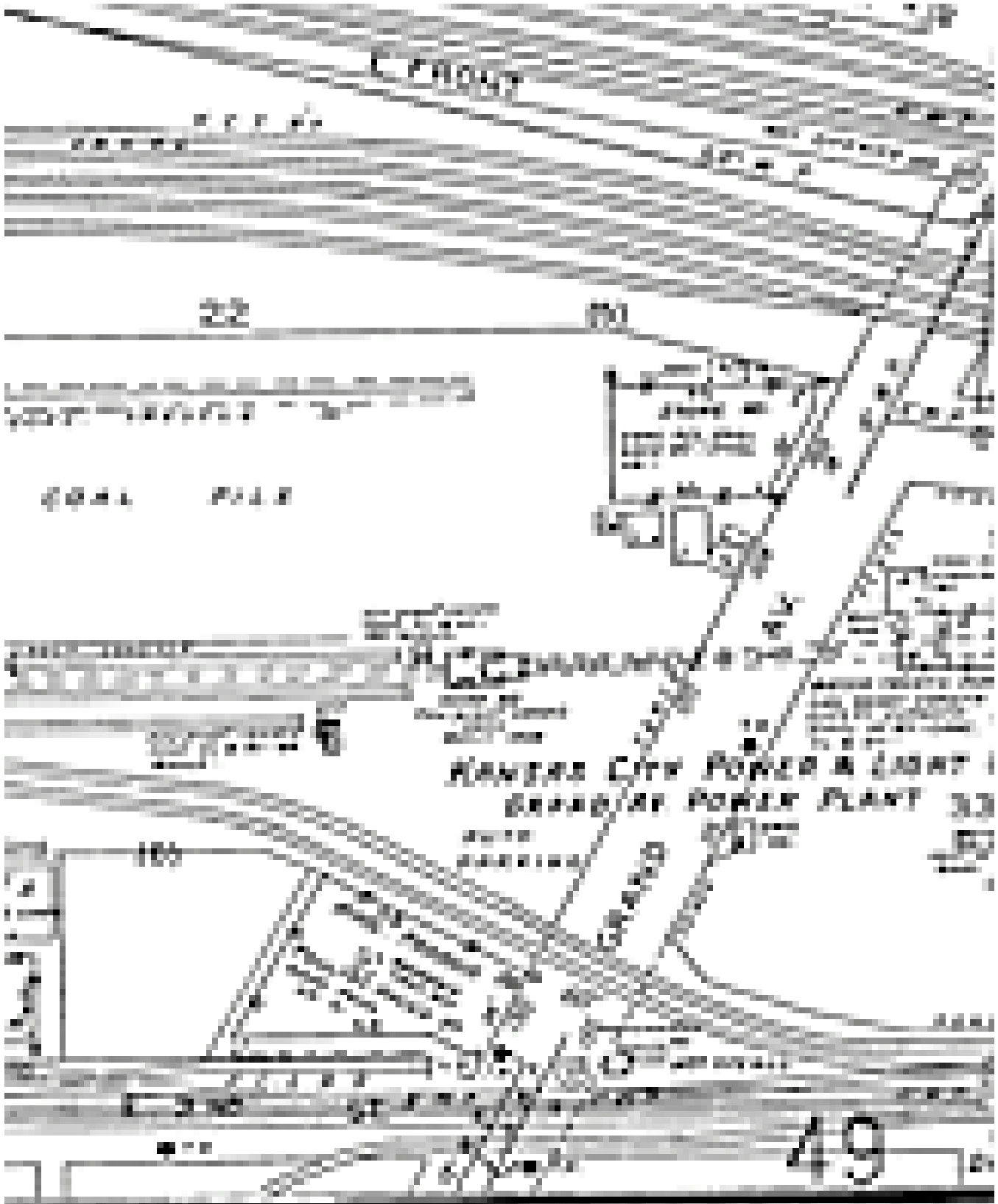
Building Permit No. 90766, Kansas City, MO

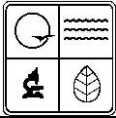
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

This structure is linked to the historic Metropolitan Street Railway Power House to the east and to the ancillary structures to the west. The Old Town Historic District is to the west and south. The Grand Boulevard Bridge is adjacent to the east.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

The bridge measures 325 feet in length and features a concrete base.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 115 Grand Boulevard	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Metropolitan Street Railway Company Power House		9. Present/other name (if known): Veolia Energy	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Steam Plant: electricity and heat	11b. Current use: Power plant

**HISTORICAL DATA**

12. Construction date: 1903-1904	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: 1903-1962	16. Builder/contractor: Taylor and Winn	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: Architecture and Industry	17. Original or significant owner: Metropolitan Street Railway Company	20. National Register eligible? <input checked="" type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input checked="" type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

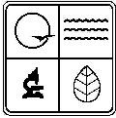
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Tar and gravel	37. Windows: <input checked="" type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: Multiple
24. Vernacular or property type: Industrial	31. Chimney placement: Center	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: Romanesque Revival	32. Structural system: Masonry	39. Changes (describe in box 28 cont.): <input checked="" type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Irregular	33. Ext. wall cladding: Masonry and stone	
27. No. of stories: Four	34. Foundation material: Brick	
28. No. of bays (1 <sup>st</sup> floor): Six	35. Basement type: Full	40. No. of outbuildings (describe in box 40 cont.): 2
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input checked="" type="checkbox"/>

**OTHER**

42. Current owner/address: tax info 2011 TRIGEN-KC DIST ENERGY CORP 115 GRAND BLVD KANSAS CITY, MO 64106	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: May 31, 2012
		45. Date of revisions:

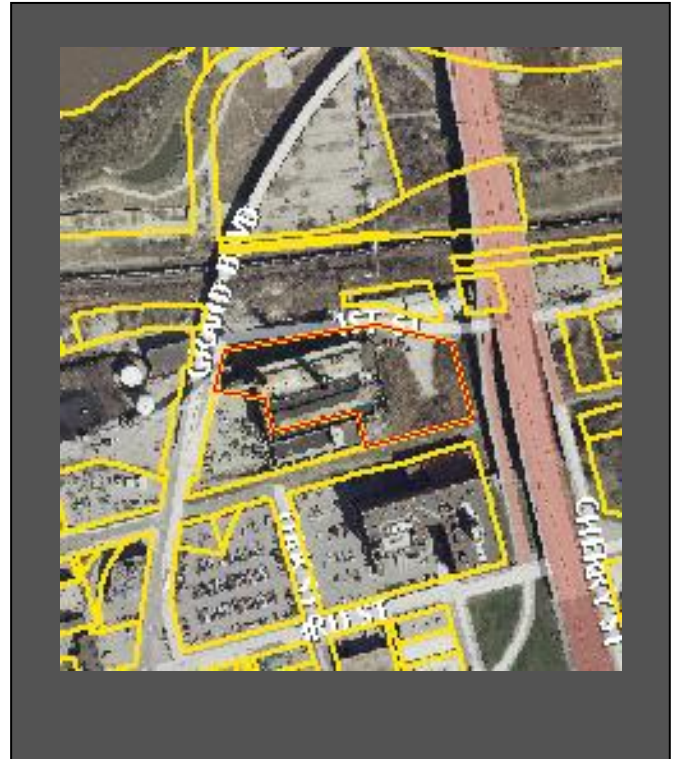
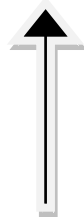
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

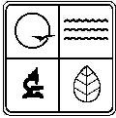


**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: North and west facades; view facing southeast
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

This Romanesque Revival building was constructed for the Metropolitan Street Railway Company in 1903-1904 by Kansas City builders Taylor and Winn Construction. In 1929, the building was purchased by the Kansas City Power and Light Company. When constructed, the powerhouse provided power for Kansas City's expanding streetcar system. *The Street Railway Journal* issue of 1903 called it one of the largest electric railway power stations under construction in the United States and probably the largest outside New York City. It was constructed only 22 years after central station electric service was first available in Kansas City, and it represented the revolution in people's lives by the advent of electricity. When KCP&L owned the building, it became known as the Grand Avenue Station. Steam was generated to heat some 200 downtown buildings.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

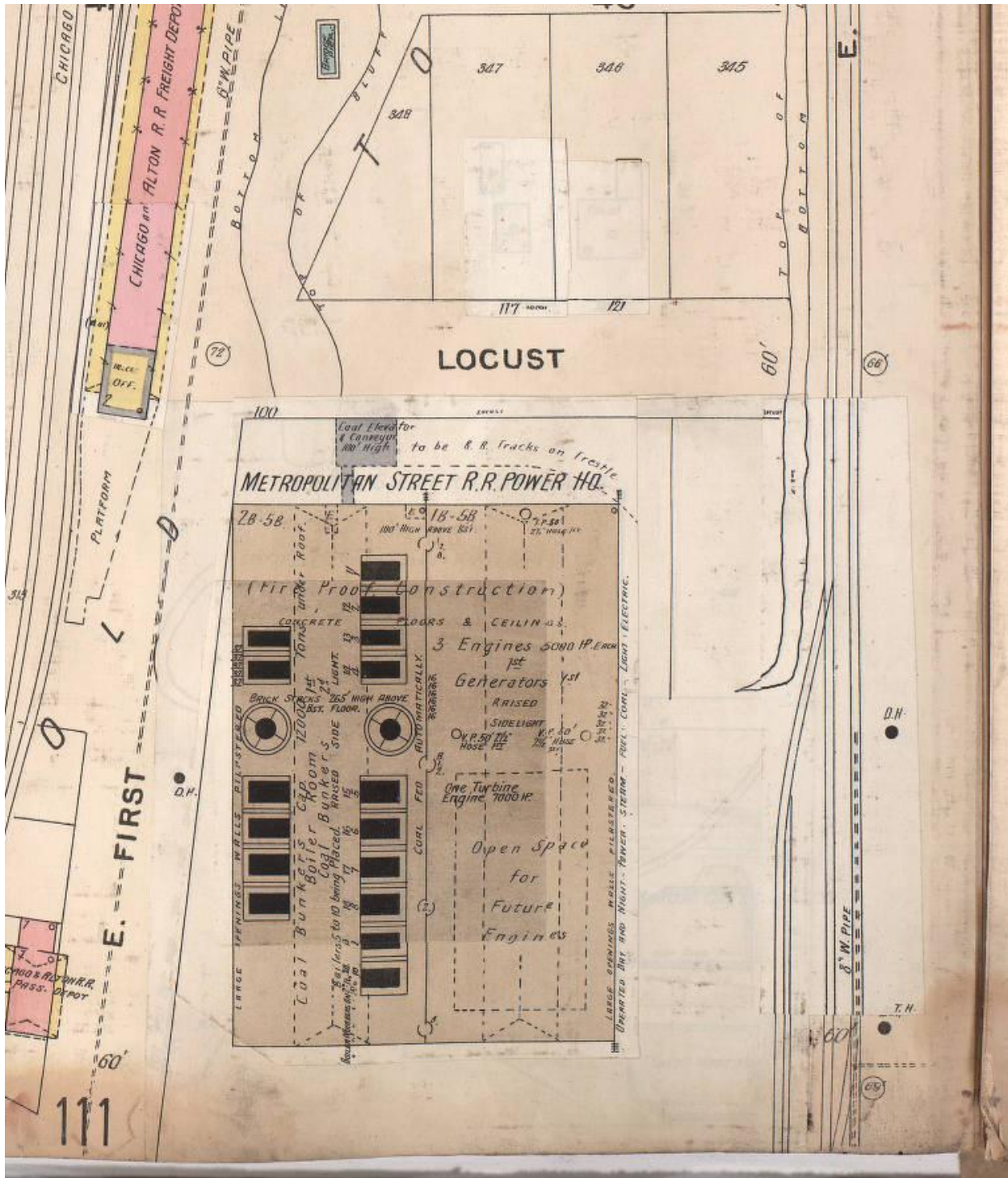
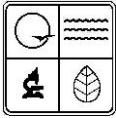
Files, Kansas City Public Library, Missouri Valley Special Collections. *Sanborn Map Company*, 1896/1907. State Historical Society of Missouri-Kansas City. *The Street Railway Journal*, 1903.

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

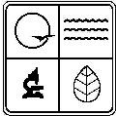
Located to the east of the Old Town Historic District and to the south of the Missouri River near the Grand Boulevard bridge.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

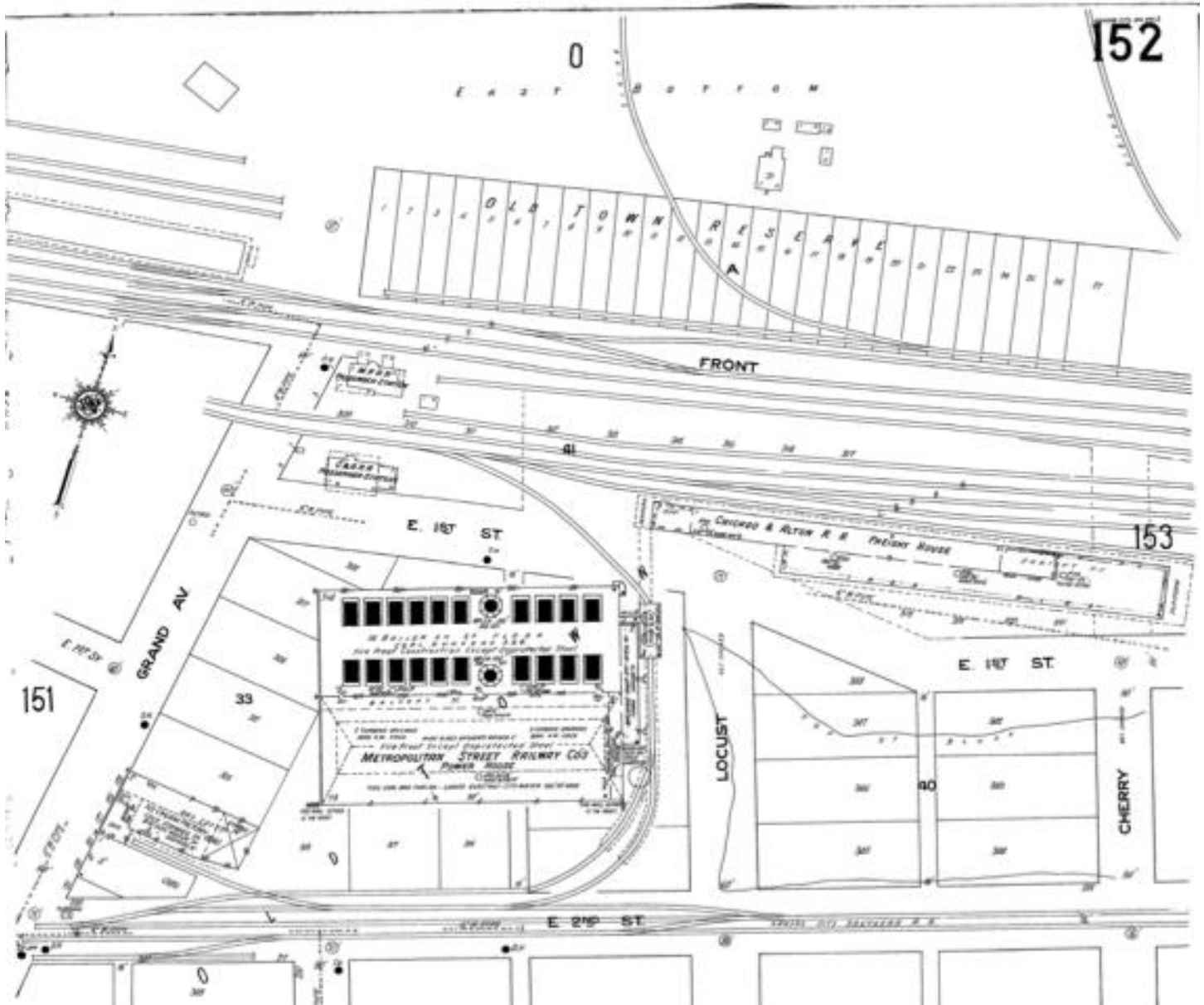
The building is articulated with prominent arched bays and multipaned industrial sash fenestration (original) set in recessed brick surrounds crowned by brick, segmental arches. Each bay is divided by large brick piers. The attic level features segmental arched fenestration. Two mammoth brick chimneys crown the facility. A brick addition is located at the west façade. As originally illustrated in a 1896 Sanborn Map (with a 1907 overlay), the roof was designed with multiple coal bunkers with a capacity of 12,000 tons.



The Metropolitan Street Railway Power House. Source: Sanborn Map, 1896 with a 1907 overlay. Vol. 2, Sheet 127.



11



The Metropolitan Street Railway Power House. Source: Sanborn Map Company, 1906 with a 1917 overlay. Vol. 2, Sheet 152.







1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) 110-114	Street Holmes Street
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Whitlow, W. H. D.		9. Present/other name (if known): Vacant	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Industrial	11b. Current use: Vacant

**HISTORICAL DATA**

12. Construction date: 1959	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Unknown	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Whitlow, W. H. D.	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input checked="" type="checkbox"/>		22. Sources of information on continuation page. <input checked="" type="checkbox"/>

**ARCHITECTURAL INFORMATION**

23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Tar and gravel	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement:
24. Vernacular or property type: Industrial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: N/A	32. Structural system: Cinder Block	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Cinder Block	
27. No. of stories: One	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): Three	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): N/A
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input checked="" type="checkbox"/>

**OTHER**

42. Current owner/address: AMERICAN PROPERTIES LLP 7701 E WILSON RD KANSAS CITY, MO 64125	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: May 31, 2012
		45. Date of revisions:

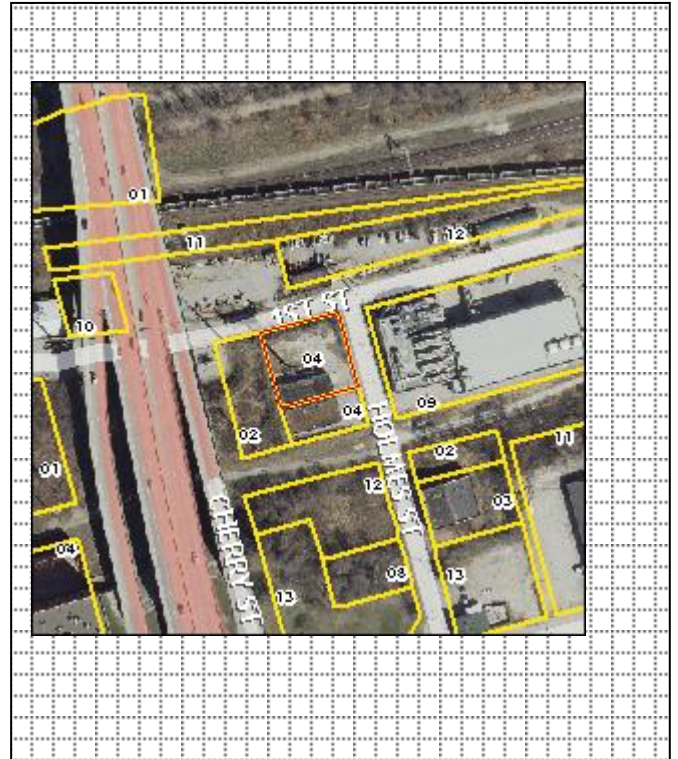
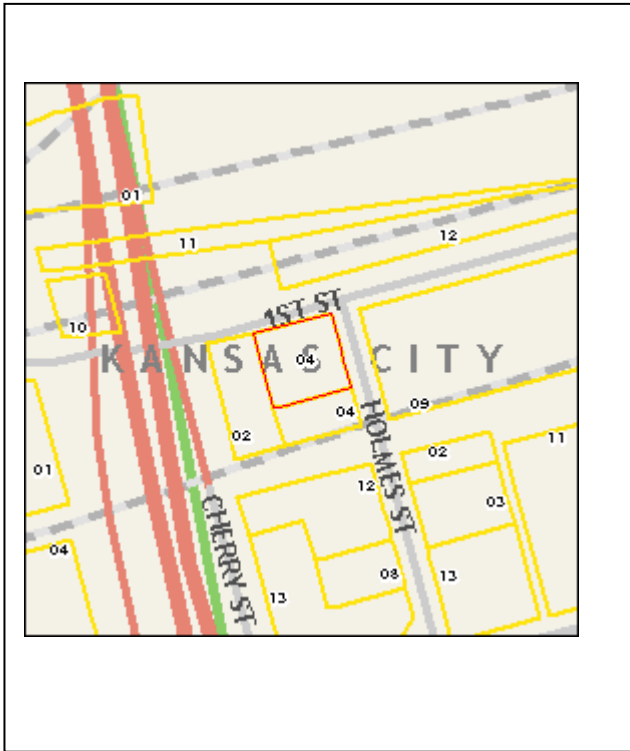
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

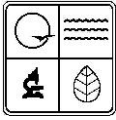


**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: East and south facades; view facing northwest.
------------------------------------	-----------------------	--

Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

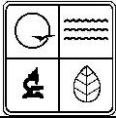
21. (cont.) History and significance. Expand box as necessary, or add continuation pages.  
Built in 1959 for W. H. D. Whitlow. Use of the building is unknown.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.  
Building Permit No. 19008, Kansas City, MO

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.  
This building is located in an area of light industrial and commercial properties.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.  
The main façade faces east. Two single-leaf doors, an overhead door and fixed fenestration mark the main façade.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 205 Holmes Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Unknown		9. Present/other name (if known): Maxim Signs	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Electric Plant Converter Station	11b. Current use: Light Industrial

**HISTORICAL DATA**

12. Construction date: c. 1927	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: c. 1927	16. Builder/contractor: Unknown	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: Industrial	17. Original or significant owner: Unknown	20. National Register eligible? <input checked="" type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input checked="" type="checkbox"/>

**ARCHITECTURAL INFORMATION**

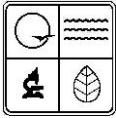
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Tar and gravel	37. Windows: <input checked="" type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: Multiple
24. Vernacular or property type: Light Industrial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: Vernacular	32. Structural system: Steel (?)	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Irregular	33. Ext. wall cladding: Brick	
27. No. of stories: Two	34. Foundation material: Brick	
28. No. of bays (1 <sup>st</sup> floor): Four	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): N/A
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input checked="" type="checkbox"/>

**OTHER**

42. Current owner/address: LANGER, RUDY 4943 WARD PKWY KANSAS CITY, MO 64112	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: May 31, 2012
		45. Date of revisions: July 18, 2012

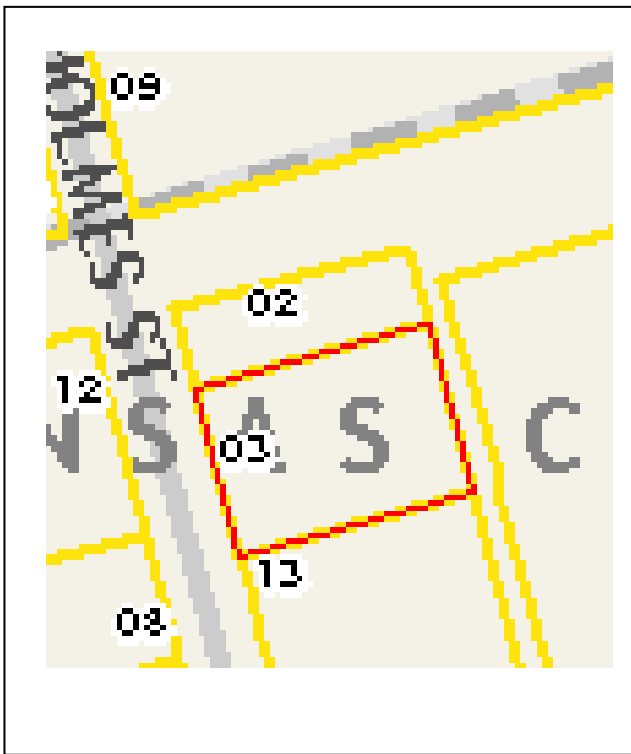
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

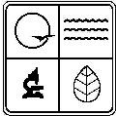


**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: West and South facades view facing northeast.
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

It appears that this building originally was used as a convertor station by the Kansas City Power and Light Company. This light industrial building replaced the Ebenezer AME Church that was at this location as early as 1896.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

Sanborn Map Company, 1939, Vol. 1, plate 52. Kansas City; Building Permit No. 91604, Kansas City, MO.

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Located in an area of light industrial and commercial buildings. Several vacant lots are adjacent to this property. The Riverfront Heritage Trail is to the west.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

The main façade faces west. A single-leaf door is located to the south of a rolling, overhead door. Original fenestration is industrial sash.







1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 300 Holmes Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Monark Egg (?)		9. Present/other name (if known): Vacant	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Warehouse for Monark Egg Co. (?)	11b. Current use: Vacant

**HISTORICAL DATA**

12. Construction date: 1960	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Unknown	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Monark Egg Co. (?)	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Tar and gravel	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement:
24. Vernacular or property type: Light industrial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input type="checkbox"/>
25. Architectural Style: N/A	32. Structural system: Steel	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Irregular	33. Ext. wall cladding: Concrete	
27. No. of stories: Two	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): Multiple	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): 0
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: KC PROPERTY ONE LLC 14615 NW SKYVIEW AVE SMITHVILLE, MO 64089	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: May 31, 2012
		45. Date of revisions:

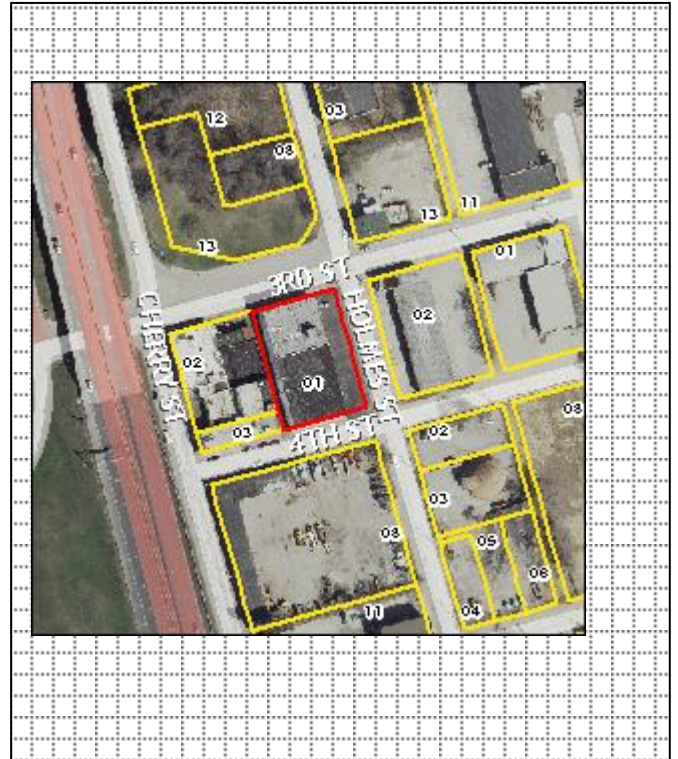
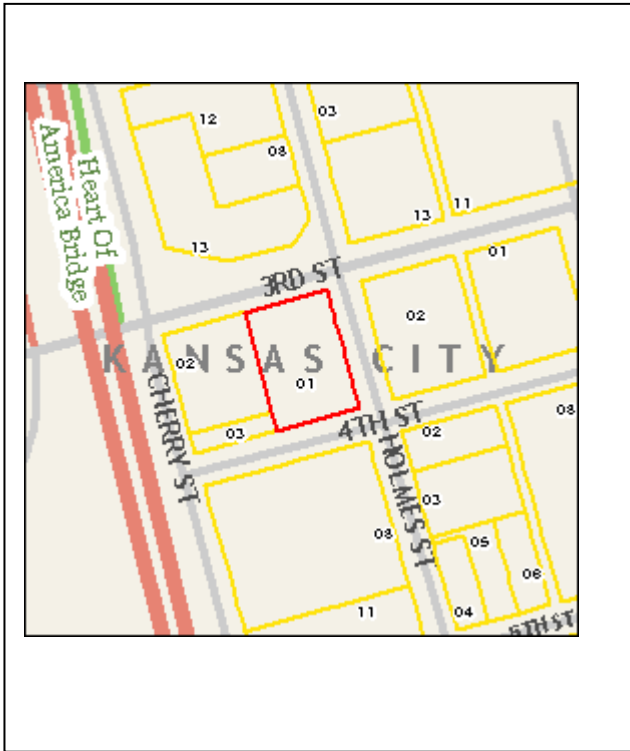
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**



**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: East and north facades; view facing southwest.
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

In 1937 a one-story frame dwelling was razed at this location. It wasn't until 1959 that the footings for this property were constructed and the building was completed in 1960.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

Building Permit No. 19043, City of Kansas City, MO

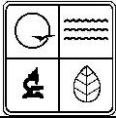
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Located in an area of light industrial and commercial buildings.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

The main façade faces east. Multiple single-leaf doors and overhead doors mark the main façade; fenestration at the north façade is industrial sash.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) 800	Street Main Street
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known):		9. Present/other name (if known): CATHOLIC DIOCESE OF KANSAS CITY-ST JOSEPH	
10. Ownership: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Public		11a. Historic use (if known): Parking Garage	11b. Current use: Parking Garage for Catholic Diocese

**HISTORICAL DATA**

12. Construction date: c. 1990	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Unknown	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Unknown	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

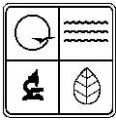
23. Category of property: <input type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input checked="" type="checkbox"/> object	30. Roof material: EPDM	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: N/A
24. Vernacular or property type: Parking garage	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: N/A	32. Structural system: Reinforced concrete	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Concrete	
27. No. of stories: Six	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): 4 bays	35. Basement type: N/A	40. No. of outbuildings (describe in box 40 cont.): 0
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: CATHOLIC DIOCESE OF KANSAS CITY-ST JOSEPH 300 E 36TH ST KANSAS CITY, MO 64111	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: July 11, 2012
		45. Date of revisions:

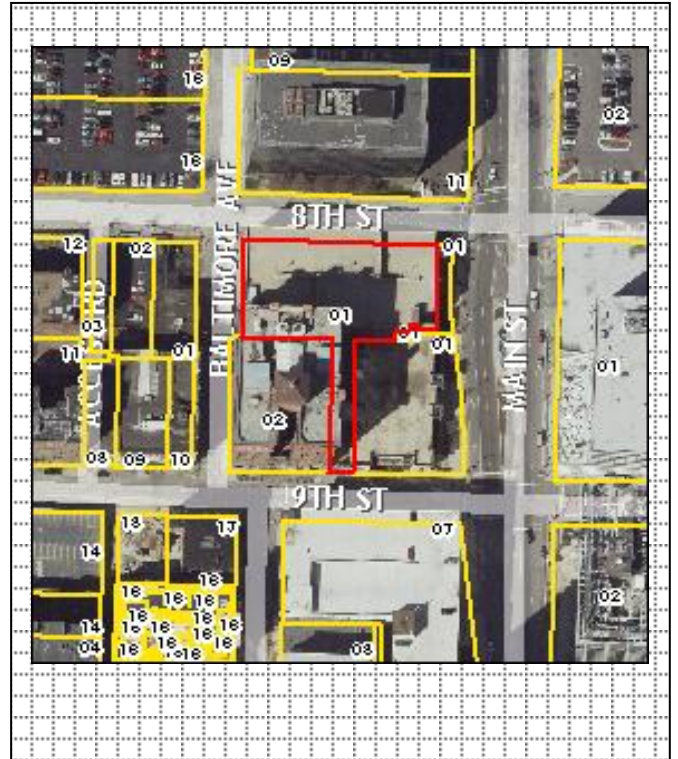
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

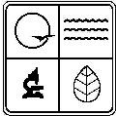


**Photograph:**

Photographer: Richard Welnowski	Date: May 7, 2012	Description: East façade; view facing west.
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.  
It appears that this parking garage was built in the 1990s.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.  
N/A

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.  
This parking garage is located to the east of the 9<sup>th</sup> Street/Baltimore Avenue Historic District adjacent to the New York Life Building, listed in the National Register. To the north and south are 1950s-1970s constructed commercial properties.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.







1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 800-900 Block Main Street (Median)	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Muse of the Missouri		9. Present/other name (if known): same	
10. Ownership: <input type="checkbox"/> Private <input checked="" type="checkbox"/> Public		11a. Historic use (if known): Statue and Fountain	11b. Current use: Statue and Fountain

**HISTORICAL DATA**

12. Construction date: 1963	15. Architect: ARTIST Wheeler Williams	18. Previously surveyed? <input checked="" type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: 1963	16. Builder/contractor: Hare and Hare, Landscape Architects with John Murphy	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: Art/Landscape Architecture	17. Original or significant owner: City of Kansas City, MO	20. National Register eligible? <input checked="" type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input checked="" type="checkbox"/>		22. Sources of information on continuation page. <input checked="" type="checkbox"/>

**ARCHITECTURAL INFORMATION**

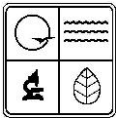
23. Category of property: <input type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input checked="" type="checkbox"/> object	30. Roof material: N/A	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: N/A
24. Vernacular or property type: Sculpture	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: N/A	32. Structural system: Bronze	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: N/A	33. Ext. wall cladding: Bronze	
27. No. of stories: N/A	34. Foundation material: Granite and concrete	
28. No. of bays (1 <sup>st</sup> floor): N/A	35. Basement type: N/A	40. No. of outbuildings (describe in box 40 cont.): 0
29. Roof type: N/A	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: City of Kansas City, MO	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and MaryAnn Warfield	44. Survey date: July 12, 2012
		45. Date of revisions:

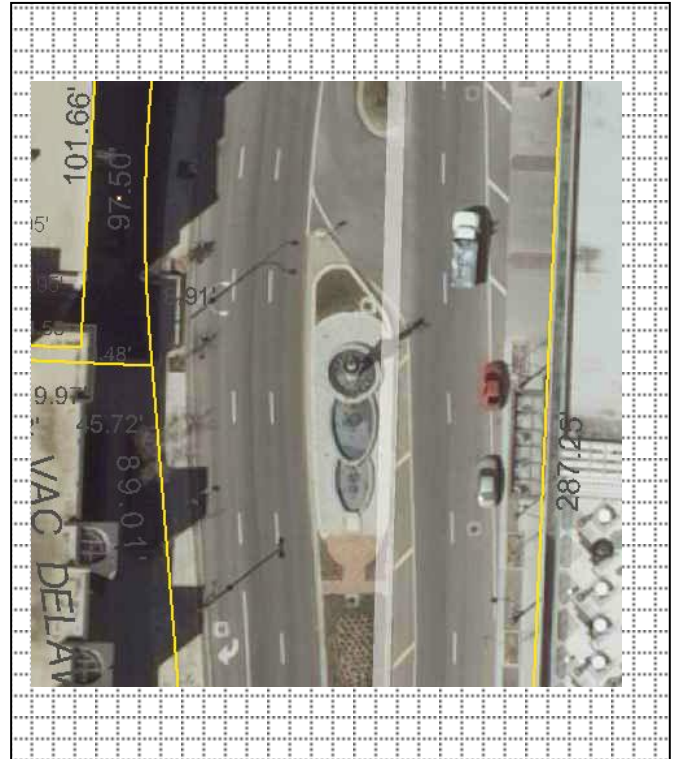
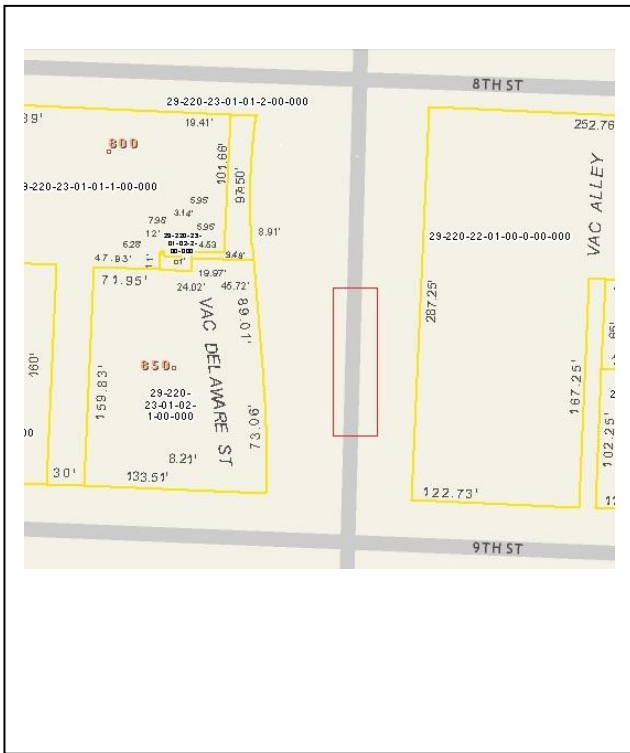
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

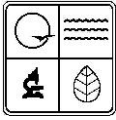


**Photograph:**

Photographer: Richard Welnowski	Date: May 7, 2012	Description: South face; view facing north
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

James M. Kemper, Sr. chairman of the board of the Commerce Trust Company commissioned Wheeler Williams, the internationally noted New York sculptor, to create a fountain and sculpture in memory of his son, Lt. David Woods Kemper who was killed in WWII while serving as a platoon commander. The monument also included improvements to Main Street between 8<sup>th</sup> and 9<sup>th</sup> streets. Hare and Hare, the noted landscape architects and John Murphy, from the firm of Keene, Simpson & Murphy, collaborated with Williams.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

Piland and Uguccioni, *Fountains of Kansas City*.

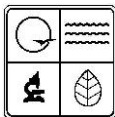
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

The Muse of the Missouri is sited on a median strip between 8<sup>th</sup> and 9<sup>th</sup> and Main Street. The surrounding buildings are mostly from the 1960s and 1970s, part of the Downtown Redevelopment Corporation's plan for the area.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

The female Muse weighs approximately 2,500 pounds with a mesh made of bronze wire. There are nine fish depicted, created as a "hybrid" of the body of a carp with the head of a bluefish. "The net of fish is the subject of her realm," directly relating to classical mythology.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 920 Main Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Ten Main Center Parking Garage (see form on Ten Main Center)		9. Present/other name (if known): Ten Main Center Parking Garage	
10. Ownership: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Public		11a. Historic use (if known): Ten Main Center Parking Garage	11b. Current use: Parking Garage

**HISTORICAL DATA**

12. Construction date: 1966-1969	15. Architect: Charles Luckman, LA	18. Previously surveyed? <input checked="" type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: 1966-1969	16. Builder/contractor: Winn-Center Construction Co.	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: Architecture	17. Original or significant owner: Robert P. Ingram	20. National Register eligible? <input checked="" type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

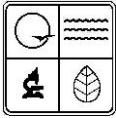
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Tar and Gravel	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: Fixed
24. Vernacular or property type: Parking Garage	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: Contemporary	32. Structural system: Steel Frame	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: "L" Shape	33. Ext. wall cladding: Concrete	
27. No. of stories: Six	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): Seven	35. Basement type: Full	40. No. of outbuildings (describe in box 40 cont.):
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input checked="" type="checkbox"/>

**OTHER**

42. Current owner/address: TEN MAIN ASSOCIATES LLC 38 E 57TH ST NEW YORK, NY 10022	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: July 19, 2012
		45. Date of revisions:

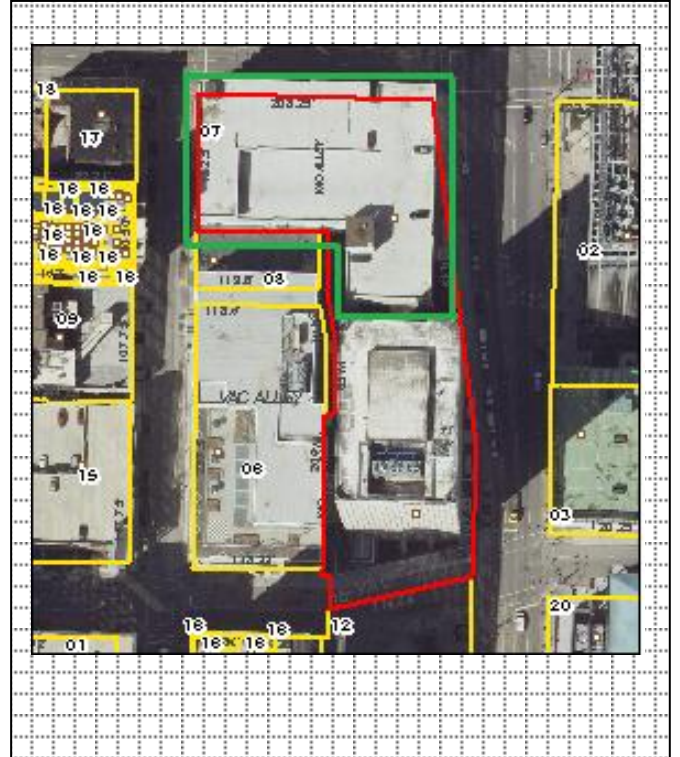
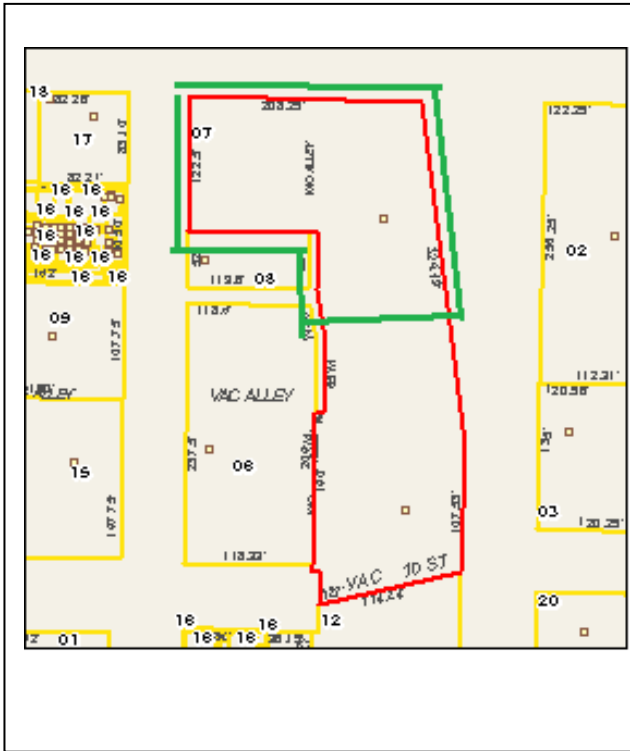
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

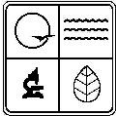


**Photograph:**

Photographer: Richard Welnowski	Date: May 7, 2012	Description: East façade; view facing west
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.  
Designed by Charles Luckman, LA, architect and constructed in 1966-1969, this parking garage is associated with Ten Main Center (see Inventory form for 910-920 Main Street).

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.  
910-920 Main Street, Kansas City Historic Resources Survey Form, (Piland and Norris), 1994.

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.  
See Inventory Form for 910-920 Main Street.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.  
This is a six-story parking garage that features office space on the first two floors. The main façade faces east. The exterior of the building consists of pre-cast concrete panels. The second story is recessed behind concrete piers.

There are 2 addresses on this parcel.

(Primary) 10 W 9TH ST KANSAS CITY, MO 64105	920 MAIN ST KANSAS CITY, MO 64105
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1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 1021 Main Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): The 10 <sup>th</sup> and Main Transit Plaza		9. Present/other name (if known): Bus Terminal and Fountain	
10. Ownership: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Public		11a. Historic use (if known): Bus Terminal	11b. Current use: Bus Terminal / KC Transit

**HISTORICAL DATA**

12. Construction date: 1994; 2008	15. Architect: ASAI (1994); Smith and Voucher, KC; Bowman, Bowman, Novick	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: MTS Contracting (2008)	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: KC ATA	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

23. Category of property: <input type="checkbox"/> building(s) <input checked="" type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: N/A	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: N/A
24. Vernacular or property type: N/A	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: N/A	32. Structural system: N/A	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Irregular	33. Ext. wall cladding: N/A	
27. No. of stories: N/A	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): N/A	35. Basement type: N/A	40. No. of outbuildings (describe in box 40 cont.): N/A
29. Roof type: N/A	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: K C AREA TRANSPORATION 1350 E 17TH ST KANSAS CITY, MO 64108	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: July 19, 2012
		45. Date of revisions:

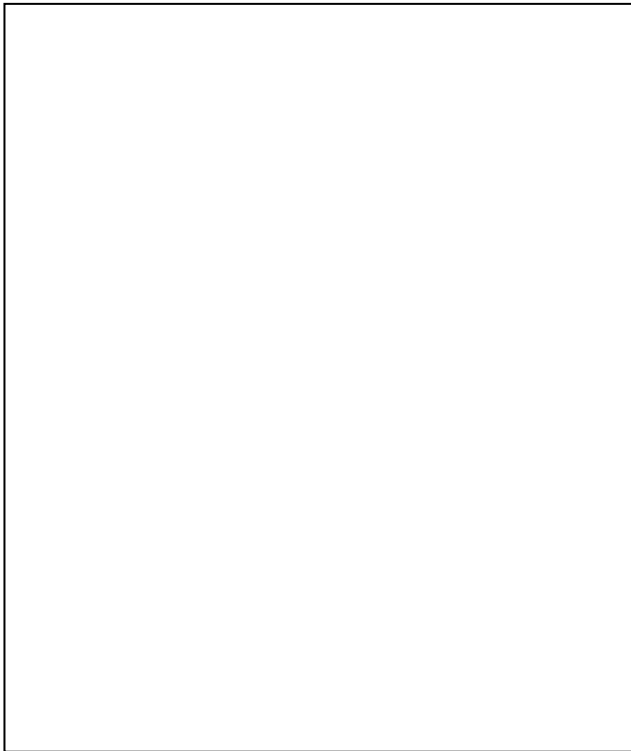
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

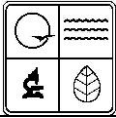


**Photograph:**

Photographer: Richard Welnowski	Date: May 2012	Description: Northeast corner of the plaza; view looking southwest.
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Insert photograph of primary structure on property.

QuickTime™ and a decompressor are needed to see this picture.



QuickTime™ and a  
decompressor  
are needed to see this picture.

**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

This Transit Metro Center is the main metro center for Kansas City. The original plaza was designed by ASAI Architects, KC with a renovation by Smith and Voucher with Bowman, Bowman, Novick (Kansas City) in 2008 The terminal includes the "William T. and Charlotte Kemper Memorial Fountain," also known as the 10<sup>th</sup> Street Fountain. The designer of the fountain is Laurie Doolittle, Kansas City and Alvin Holm. The fountain was dedicated in 1999. The City of Fountains Foundation maintains the fountain.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

KCFountains.com

Bowman, Bowman and Novick, Kansas City.

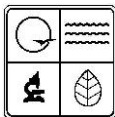
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Located to the east of the 9<sup>th</sup> Street/Baltimore Avenue Historic District in an area of 20<sup>th</sup> century commercial properties.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

This fountain draws its inspiration from the ancient stone bowl at the Rozelle Court at the Nelson Atkins Museum of Art as well as the architectural features of the Commerce Trust Bank Building.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 1034 Main	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): N/A		9. Present/other name (if known): Transamerica Garage	
10. Ownership: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Public		11a. Historic use (if known): Parking Garage	11b. Current use: Parking Garage

**HISTORICAL DATA**

12. Construction date: 1996	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Tom Martin Construction Company, Shawnee Mission, Kansas	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Unknown	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

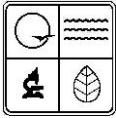
23. Category of property: <input type="checkbox"/> building(s) <input type="checkbox"/> site <input checked="" type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Concrete	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: N/A
24. Vernacular or property type: Parking Garage	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: N/A	32. Structural system: Reinforced Concrete	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Concrete	
27. No. of stories: 4	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): 7	35. Basement type: N/A	40. No. of outbuildings (describe in box 40 cont.): 0
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: BOLEY TWO LLC 1100 WALNUT STE 2000 KANSAS CITY, MO 64106	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: July 11, 2012
		45. Date of revisions:

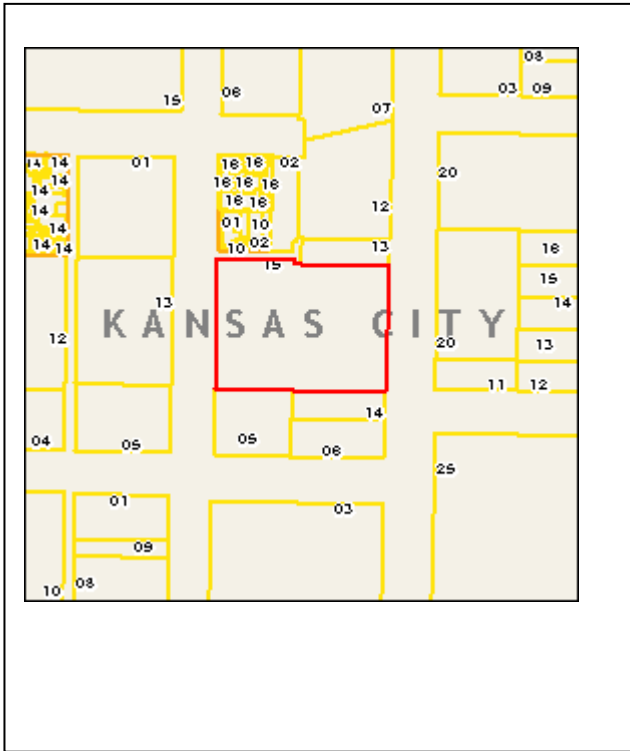
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

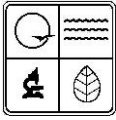


**Photograph:**

Photographer: Richard Welnowski	Date: May 7, 2012	Description: East façade; view facing northwest.
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.  
This parking garage was constructed in 1996

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.  
Building Permit No. CRBL960332, March 14, 1996. Kansas City, MO.

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.  
This parking garage is located in the heart of the Central Business District, to the east of the 9<sup>th</sup> Street/Baltimore Avenue Historic District. Modern (1950s – 1970s) commercial buildings are located to the south, north and east.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.







1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 1300 Primary* Main Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): N/A		9. Present/other name (if known): Power and Light District	
10. Ownership: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Public		11a. Historic use (if known): N/A	11b. Current use: Entertainment/Retail District

**HISTORICAL DATA**

12. Construction date: c.2005	15. Architect: Beyer, Blinder Bell and 360 Architects	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Various	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: The Cordish Company Baltimore, Maryland	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: EPDM	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: storefront
24. Vernacular or property type: Commercial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: New Urbanism	32. Structural system: Structural Steel	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Irregular	33. Ext. wall cladding: Face brick	
27. No. of stories: One	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): Three	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): 0
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: Cordish Company	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and MaryAnn Warfield	44. Survey date: July 11, 2012
		45. Date of revisions:

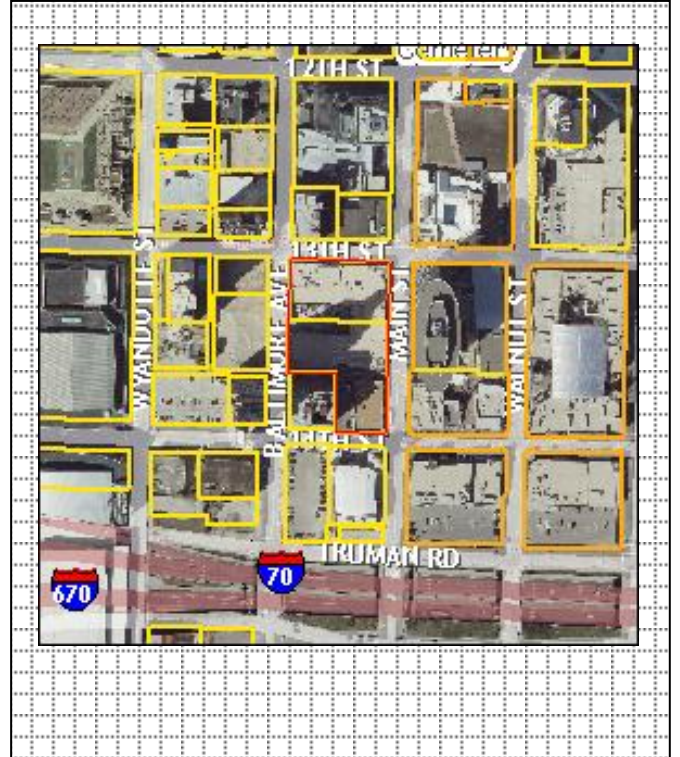
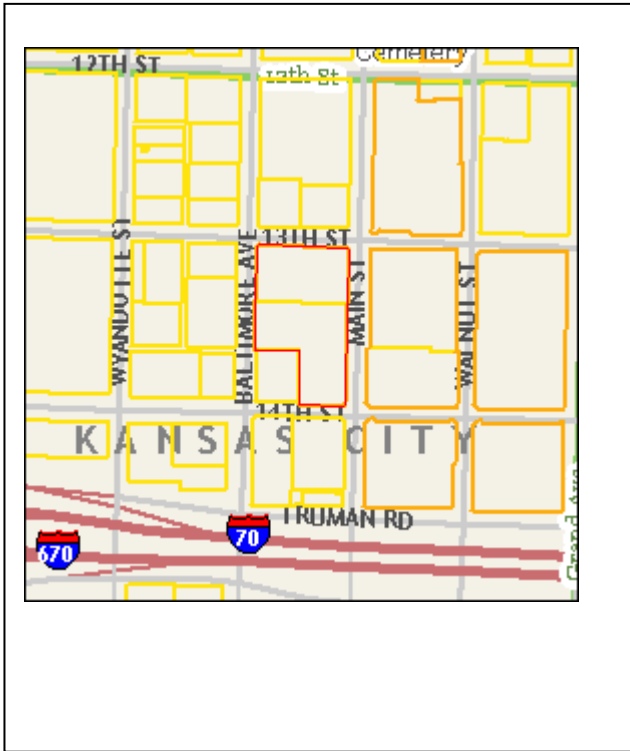
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

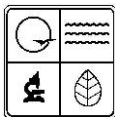


**Photograph:**

Photographer: Richard Welnowski	Date: May 7, 2012	Description: West façade; view facing east
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.  
 The Cordish Company, working with the City of Kansas City, developed the Power and Light District, constructed in 2007-2009. This 9-block mixed-use district was designed by Beyer Blinder Bell, New York, and 360 Architects, Kansas City.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.  
 The Cordish Company, Kansas City, MO.

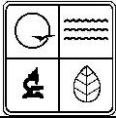
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.  
 Located at the southern end of the Central Business District, the Power and Light Entertainment District stretches from Grand Boulevard to Baltimore, from the Crosstown Freeway to 12<sup>th</sup> Street.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

There are 18 addresses on this parcel.

(Primary) 1300 MAIN ST Kansas City, MO 64105	1303 BALTIMORE AVE Kansas City, MO 64105	1310 MAIN ST Kansas City, MO 64105
1320 MAIN ST Kansas City, MO 64105	1330 MAIN ST Kansas City, MO 64105	1331 BALTIMORE AVE Kansas City, MO 64105
1335 BALTIMORE AVE Kansas City, MO 64105	1339 BALTIMORE AVE Kansas City, MO 64105	1340 MAIN ST Kansas City, MO 64105
1341 BALTIMORE AVE Kansas City, MO 64105	1350 MAIN ST Kansas City, MO 64105	1354 MAIN ST Kansas City, MO 64105
1358 MAIN ST Kansas City, MO 64105	1360 MAIN ST Kansas City, MO 64105	1370 MAIN ST Kansas City, MO 64105
1380 MAIN ST Kansas City, MO 64105	53 W 13TH ST Kansas City, MO 64105	63 W 13TH ST Kansas City, MO 64105





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 1301 (Primary)* Main Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): N/A		9. Present/other name (if known): H & R Block World Headquarters	
10. Ownership: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Public		11a. Historic use (if known): N/A	11b. Current use: Commercial Office Building

**HISTORICAL DATA**

12. Construction date: 2004-2006	15. Architect: 360 Architects and CDFM, Kansas City	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: J. E. Dunn, GC	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: H&R Block	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

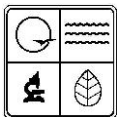
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Unknown	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: N/A
24. Vernacular or property type: Commercial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: Post-Modern	32. Structural system: Structural Steel	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Oval	33. Ext. wall cladding: Glass and Stone	
27. No. of stories: 17	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): N/A	35. Basement type: Full	40. No. of outbuildings (describe in box 40 cont.): 0
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

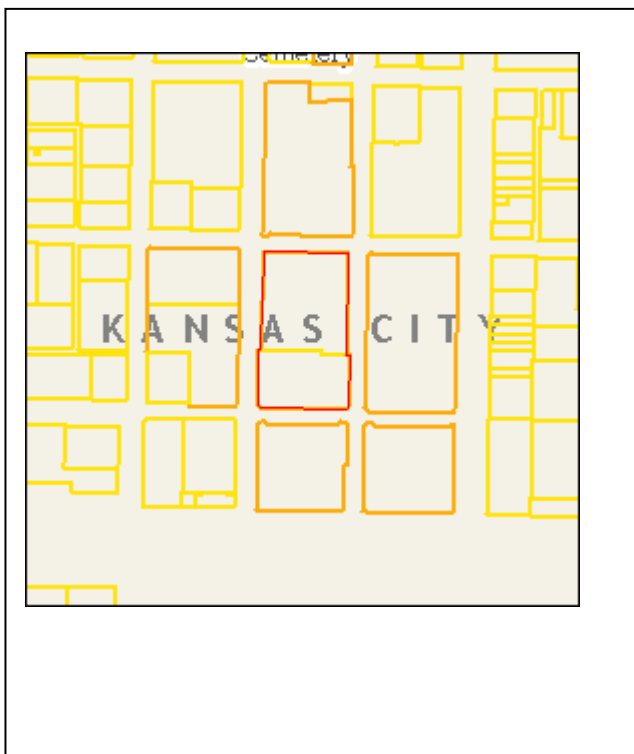
42. Current owner/address: H & R BLOCK SERVICES INC ONE H & R BLOCK WAY KANSAS CITY, MO 64105	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and MaryAnn Warfield	44. Survey date: July 11, 2012
		45. Date of revisions:

**FOR SHPO USE:**

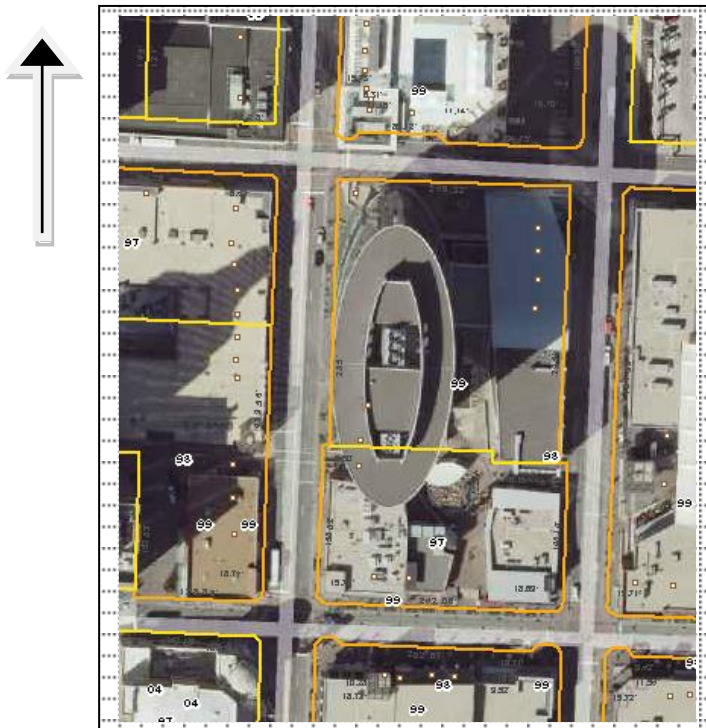
Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**



**Site Map/plan (include north arrow):**

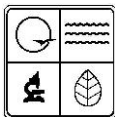


**Photograph:**

Photographer: Richard Welnowski	Date: May 7, 2012	Description: South façade; view facing north
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.  
 This building was constructed in 2004-2006 and replaced the company's former headquarters located in Midtown Kansas City.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.  
 H & R Block Headquarters, Kansas City; 360 Architects, Kansas City

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.  
 This prominent commercial property is located in the heart of the Power and Light District, surrounded by New Urbanist buildings.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.  
 One of the tallest buildings constructed in the recent years in Kansas City, the H & R Block Headquarters stands 236.22 feet in height. The curved glass was supplied by Viracon, Inc. The high-performance transparent skin of glass exposes the internal functions of the building. The building contains 531,168 square feet of office space; 10,000 square feet is dedicated to a data center. A 300-seat theater is jointly used by the Kansas City Repertory Theatre. A five-level, below grade parking structure is also included.

\* There are 10 addresses on this parcel.

(Primary) 1301 MAIN ST KANSAS CITY, MO 64106	1345 MAIN ST Kansas City, MO 64106	1347 MAIN ST Kansas City, MO 64106
1350 WALNUT ST Kansas City, MO 64106	1351 MAIN ST Kansas City, MO 64106	1360 WALNUT ST Kansas City, MO 64106
1370 WALNUT ST Kansas City, MO 64106	1380 WALNUT ST Kansas City, MO 64106	14 E 14TH ST Kansas City, MO 64106
54 E 14TH ST Kansas City, MO 64106		

KC LIVE Complex







1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) 1722-38	Street Main Street
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known) N/A		9. Present/other name (if known): TWA Lofts, LLC.	
10. Ownership: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Public		11a. Historic use (if known): N/A	11b. Current use: Parking garage and retail space

**HISTORICAL DATA**

12. Construction date: 2005	15. Architect: Helix Architecture + Design	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Purdum Contractors	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: TWA Lofts, LLC	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

23. Category of property: <input type="checkbox"/> building(s) <input type="checkbox"/> site <input checked="" type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: N/A	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: N/A
24. Vernacular or property type: Parking Garage	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: Post Modern	32. Structural system: Pre-Cast Concrete	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Porcelain finish on a steel panel	
27. No. of stories: 4	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): Multiple	35. Basement type: N/A	40. No. of outbuildings (describe in box 40 cont.): 0
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: TWA LOFTS LLC 121 W 48TH ST STE 1400 KANSAS CITY, MO 64112	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: July 11, 2012
		45. Date of revisions:

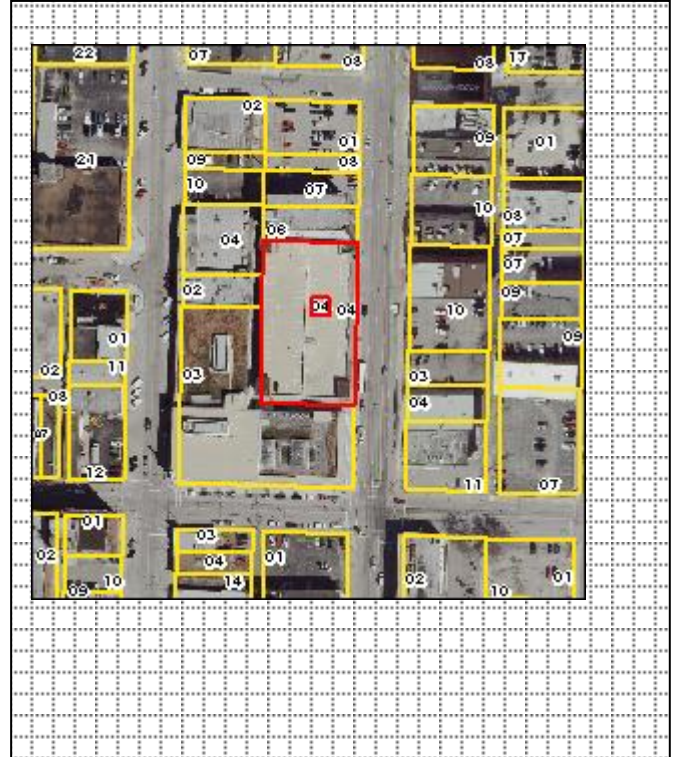
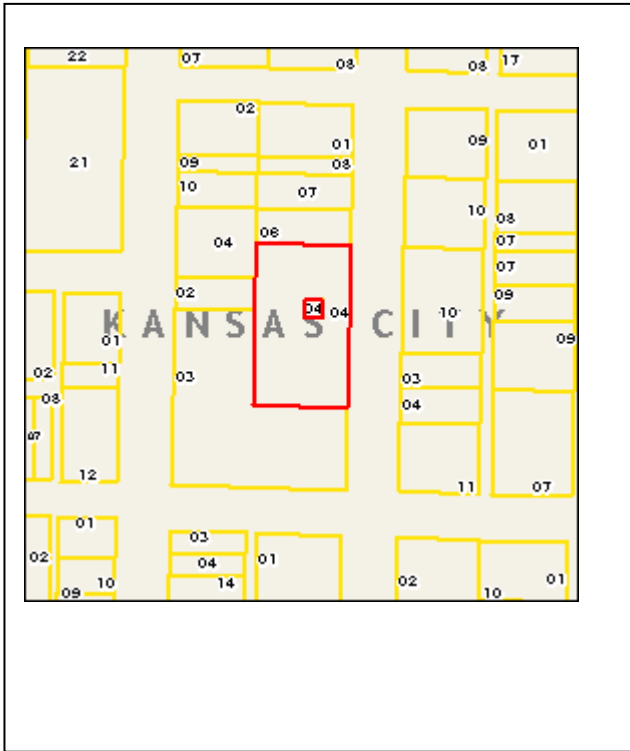
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**



**Photograph:**

Photographer: Richard Welnowski	Date: May 7, 2012	Description: East façade and a portion of the south façade; view looking northwest
------------------------------------	----------------------	---

Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.  
 This parking garage, designed by Helix Architecture + Design, Kansas City, was completed in 2005.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.  
 Helix Architecture + Design.

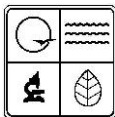
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.  
 Located adjacent to the National Register listed TWA World Headquarters building, south of the Power and Light District. Adjacent buildings are commercial, primarily dating from the early to mid 20<sup>th</sup> century.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.  
 The glass screen is set against the reinforced concrete framing of the structure, thereby camouflaging the structural system. At the first story, multiple commercial spaces are recessed. Parking is located on the upper floors.

There are 8 addresses on this parcel.

(Primary) 1716 MAIN ST KANSAS CITY, MO 64108	1722 MAIN ST KANSAS CITY, MO 64108	1724 MAIN ST KANSAS CITY, MO 64108
1726 MAIN ST KANSAS CITY, MO 64108	1728 MAIN ST KANSAS CITY, MO 64108	1730 MAIN ST KANSAS CITY, MO 64108
1732 MAIN ST KANSAS CITY, MO 64108	1738 MAIN ST KANSAS CITY, MO 64108	





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 2200 Main Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): AMTRAK Passenger Train Terminal		9. Present/other name (if known):	
10. Ownership: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Public		11a. Historic use (if known): Passenger Train Terminal	11b. Current use: Office (?)

**HISTORICAL DATA**

12. Construction date:	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: AMTRAK	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: AMTRAK	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

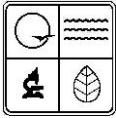
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: EPDM	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement:
24. Vernacular or property type: Commercial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input type="checkbox"/>
25. Architectural Style: Contemporary	32. Structural system: Structural Steel	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Irregular	33. Ext. wall cladding: Metal	
27. No. of stories: 3 (2 underground)	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): One	35. Basement type: Full	40. No. of outbuildings (describe in box 40 cont.): 0
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: NATIONAL RAILROAD PASSENGER 400 NW CAPITOL ST WASHINGTON, DC 20001	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: July 11, 2012
		45. Date of revisions:

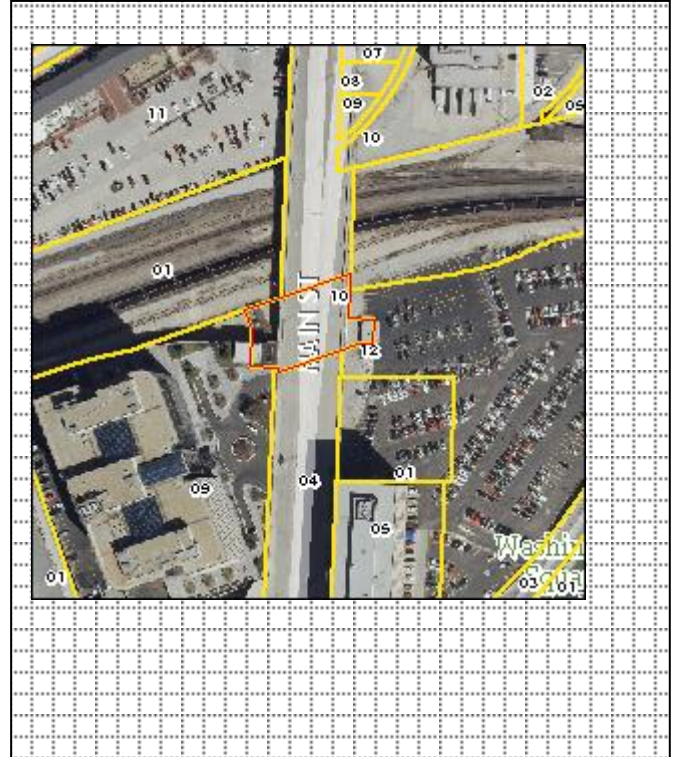
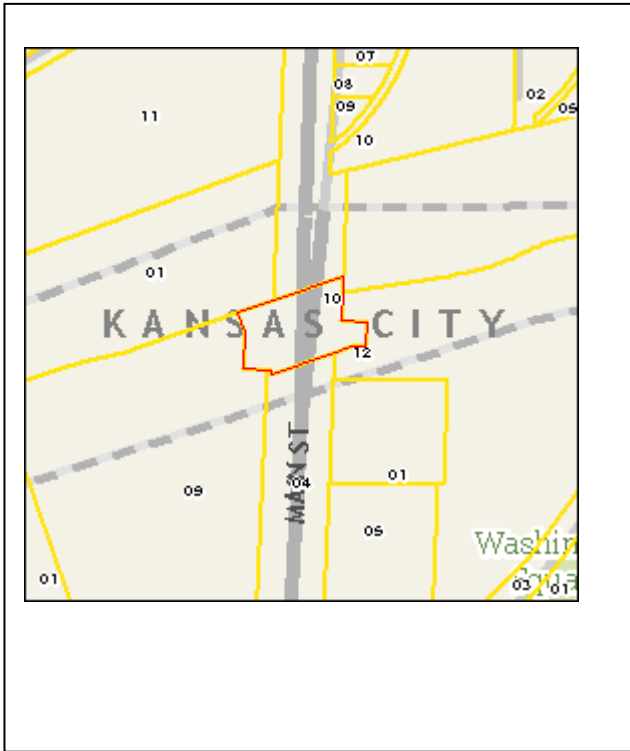
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

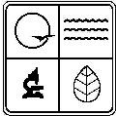


**Photograph:**

Photographer: Richard Welnowski	Date: May 7, 2012	Description: South and east facades, view facing northwest
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.  
Originally built as an AMTRACK train station, the building appears to be used as an office.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.  
Located to the north of the historic Union Station. Adjacent commercial buildings were constructed in the late 20<sup>th</sup> century. To the southeast is the Crown Center Development; to the south is Liberty Memorial.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.  
The exterior is predominately storefront glass. The main façade faces south and features a double-leaf entrance with a wide transom.







1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 2300 Main Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Pershing Square		9. Present/other name (if known): Two Pershing Square	
10. Ownership: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Public		11a. Historic use (if known): Office	11b. Current use: Office

**HISTORICAL DATA**

12. Construction date: 1986	15. Architect: Fullerton, Carey and Oman, architect	18. Previously surveyed? <input checked="" type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: J. E. Dunn, Contractor Bob D. Campbell, PE	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Unknown	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Unknown	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: N/A
24. Vernacular or property type: Commercial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: Modern	32. Structural system: Structural Steel	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Irregular	33. Ext. wall cladding: Glass and steel	
27. No. of stories: 11	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor):	35. Basement type: Full	40. No. of outbuildings (describe in box 40 cont.): 0
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

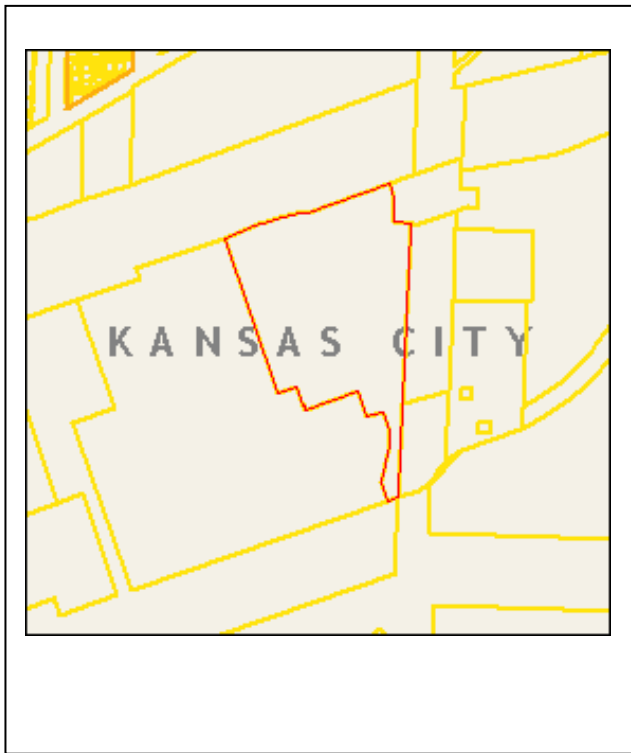
42. Current owner/address: GATEWAY HARRISON INC 2601 GRAND BLVD STE 700 KANSAS CITY, MO 64108	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and MaryAnn Warfield	44. Survey date: July 11, 2012
		45. Date of revisions:

**FOR SHPO USE:**

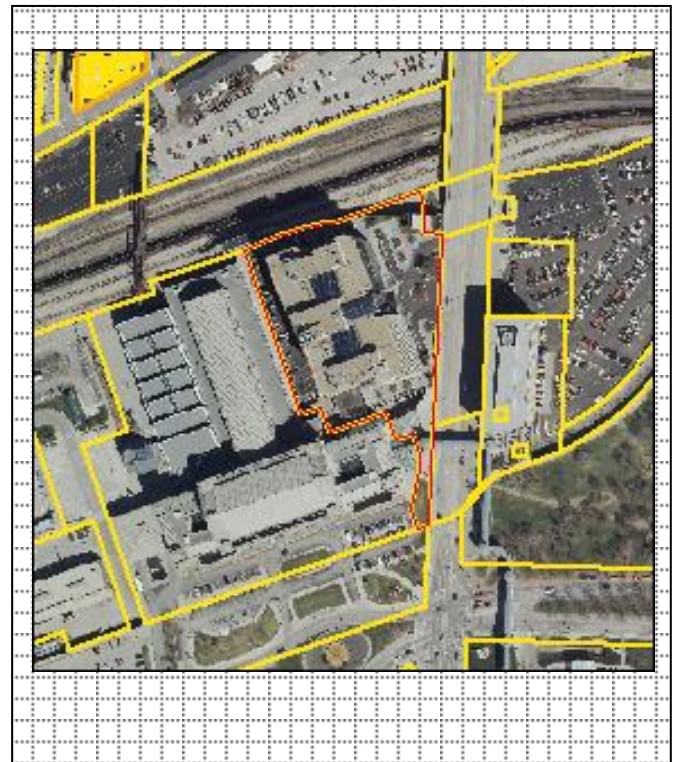
Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**



**Site Map/plan (include north arrow):**



**Photograph:**

Photographer: Richard Welnowski	Date: May 7, 2012	Description: East façade; view facing west
------------------------------------	----------------------	---

Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

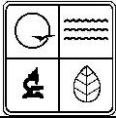
21. (cont.) History and significance. Expand box as necessary, or add continuation pages  
Two Pershing Square was constructed in 1986 and has 514,000 square feet of space.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.  
Kissinger and Hunter, Real Estate, Kansas City, MO

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.  
Two Pershing Square is just north of historic Union Station and Liberty Memorial. To the north of this complex are the terminal railroad tracks.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known):		9. Present/other name (if known): Riverfront Heritage Trail	
10. Ownership: <input checked="" type="checkbox"/> Private <input checked="" type="checkbox"/> Public		11a. Historic use (if known): Railroad Right-of-Way	11b. Current use: Hiking / Biking Trail

**HISTORICAL DATA**

12. Construction date: 1998-ongoing	15. Architect: N/A	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Kansas City River Trails, Inc.	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Various	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

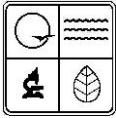
23. Category of property: <input type="checkbox"/> building(s) <input checked="" type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: N/A	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: N/A
24. Vernacular or property type: N/A	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input type="checkbox"/>
25. Architectural Style: N/A	32. Structural system: N/A	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: N/A	33. Ext. wall cladding: N/A	
27. No. of stories: N/A	34. Foundation material: N/A	
28. No. of bays (1 <sup>st</sup> floor): N/A	35. Basement type: N/A	40. No. of outbuildings (describe in box 40 cont.): N/A
29. Roof type: N/A	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: Kansas City River Trails, Inc.	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: July 11, 2012
		45. Date of revisions:

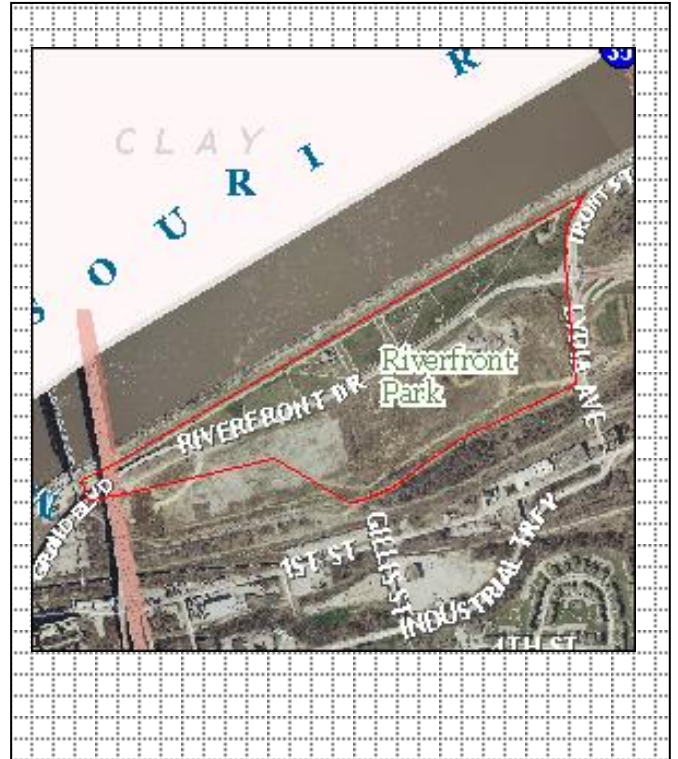
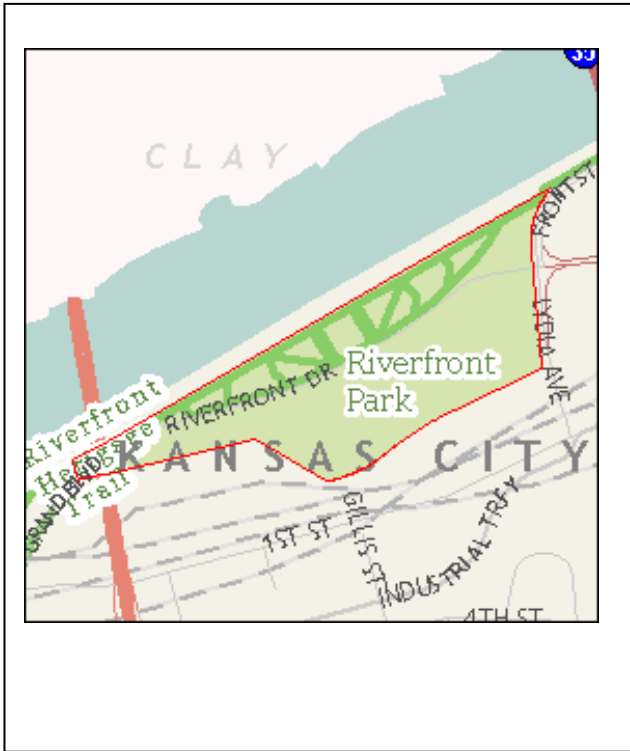
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

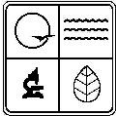


**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: West and South facades view facing northeast.
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

It is the first of its kind in Downtown Kansas City. It links communities, parks, and exciting destinations with unique new venues and dramatic public artworks. Historical markers along the Trail will create a journey through the early history of this region. As such, the Trail will enhance bi-state Kansas City's historic, cultural and recreational treasures. The Trail will help our community gain access to our spectacular rivers, improve the community's quality of life and stimulate economic development.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

Riverfront Heritage Trail, Inc.

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

The Riverfront Heritage Trail is a fully accessible ten-mile bicycle and pedestrian pathway that begins at the riverfront and winds through the oldest and most historic parts of bi-state Kansas City.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

N/A

River Trail 1 and 1a  
CITY OF KANSAS CITY  
412 E 12TH ST  
KANSAS CITY, MO 64106







1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 900 Walnut Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): N/A		9. Present/other name (if known):	
10. Ownership: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Public		11a. Historic use (if known): N/A	11b. Current use: Parking Garage

**HISTORICAL DATA**

12. Construction date: C. 1990	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Unknown	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Commerce Bank	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

23. Category of property: <input type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: EPDM	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: N/A
24. Vernacular or property type: Parking Garage	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: N/A	32. Structural system: Structural Steel	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Concrete	
27. No. of stories: Six	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): Eleven	35. Basement type: N/A	40. No. of outbuildings (describe in box 40 cont.): 0
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: CB BUILDING CORP 8000 FORSYTH BLVD STE 1300 ST LOUIS, MO 63105	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: July 19, 2012
		45. Date of revisions:

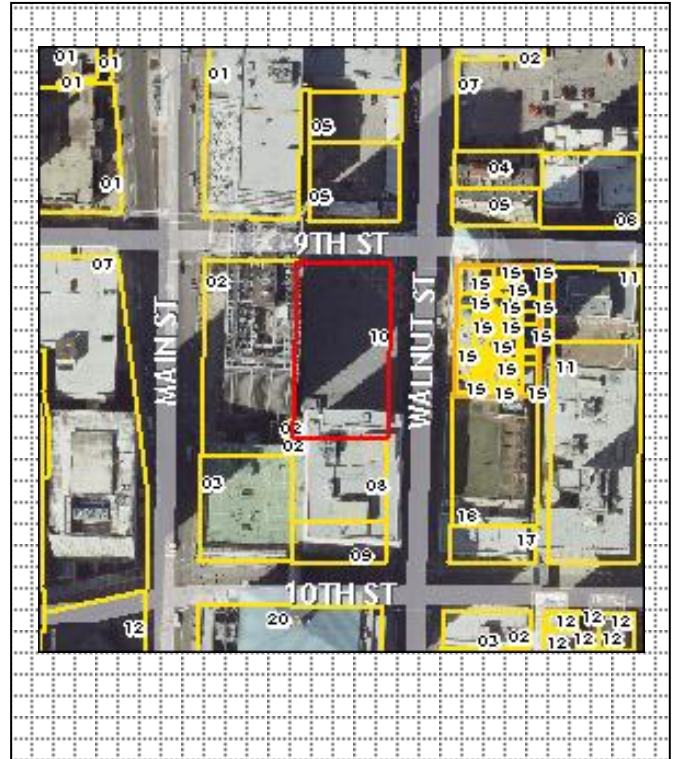
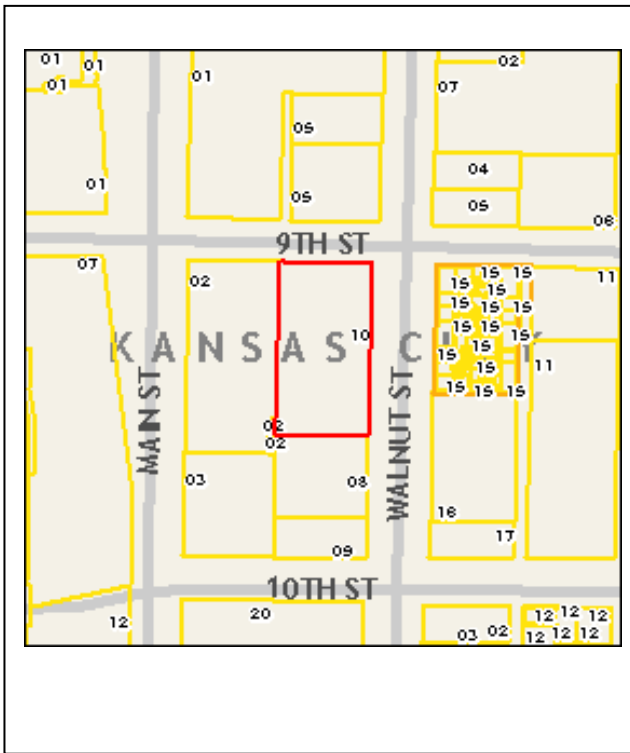
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**



**Photograph:**

Photographer: Richard Welnowski	Date: May 9, 2012	Description: East façade; view facing northwest
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

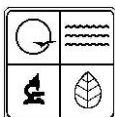
21. (cont.) History and significance. Expand box as necessary, or add continuation pages.  
This parking garage was built by Commerce Bank.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.  
Commerce Bank.

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.  
Located to the north of the National Bank of Commerce, listed in the National Register. The parking garage is sited in an area of early 20<sup>th</sup> century commercial buildings.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 1220 Primary* Walnut Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): N/A		9. Present/other name (if known):	
10. Ownership: <input type="checkbox"/> Private <input checked="" type="checkbox"/> Public		11a. Historic use (if known): N/A	11b. Current use: Parking

**HISTORICAL DATA**

12. Construction date: c. 2006	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Unknown	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: City of Kansas City, MO	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

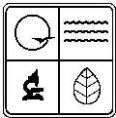
23. Category of property: <input type="checkbox"/> building(s) <input type="checkbox"/> site <input checked="" type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Reinforced Concrete	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: N/A
24. Vernacular or property type: Parking Garage	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: N/A	32. Structural system: Reinforced Concrete	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Concrete	
27. No. of stories: Four	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): Four	35. Basement type: Lower level parking	40. No. of outbuildings (describe in box 40 cont.): 0
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: CITY OF KANSAS CITY MISSOURI 414 E 12TH ST KANSAS CITY, MO 64106	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and MaryAnn Warfield	44. Survey date: July 19, 2012
		45. Date of revisions:

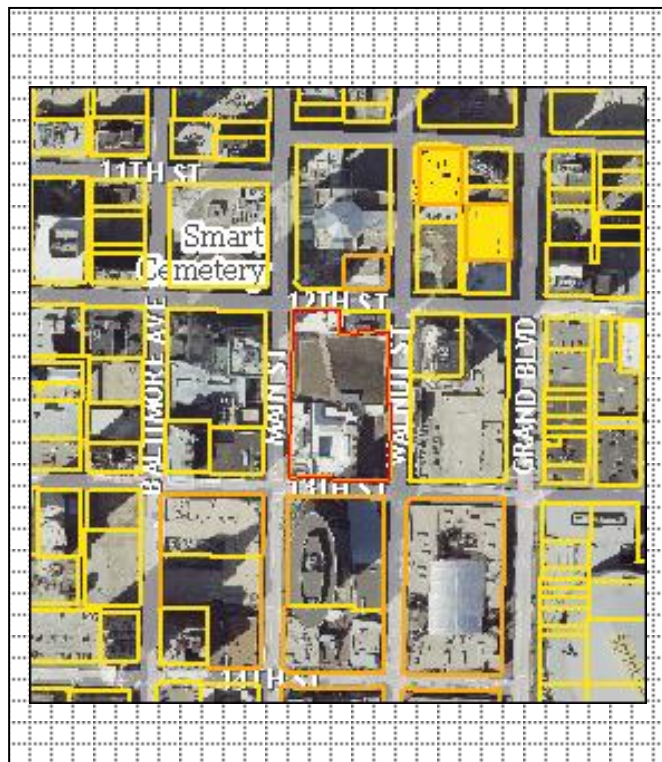
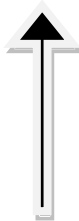
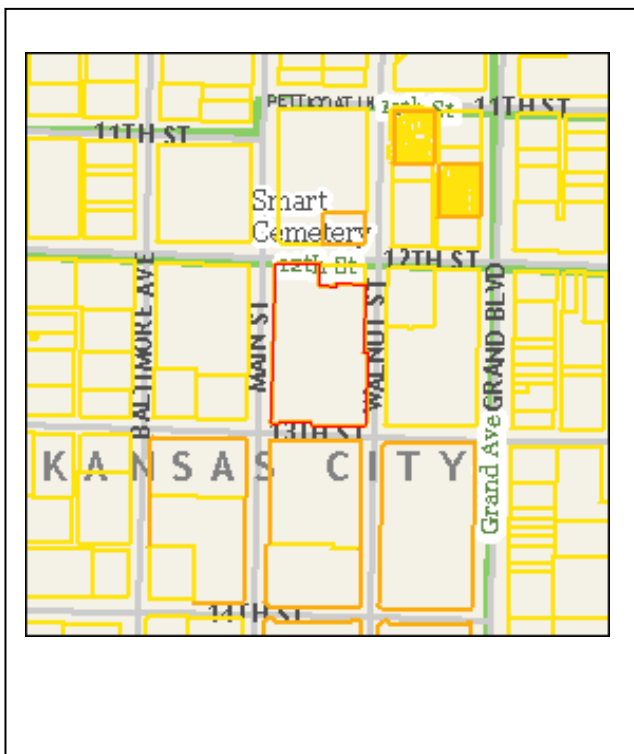
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

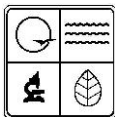


**Photograph:**

Photographer: Richard Welnowski	Date: May 9, 2012	Description: East and south facades; view facing northwest
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.  
 Built for the Power and Light District Entertainment and Retail center.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.  
 Located in the heart of the Power and Light District.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

There are 15 addresses on this parcel. \*

(Primary) 1220 WALNUT ST Kansas City, MO 64106	10 E 13TH ST Kansas City, MO 64106	11 E 12TH ST Kansas City, MO 64106
1201 MAIN ST Kansas City, MO 64106	1211 MAIN ST Kansas City, MO 64106	1221 MAIN ST Kansas City, MO 64106
1231 MAIN ST Kansas City, MO 64106	1241 MAIN ST Kansas City, MO 64106	1251 MAIN ST Kansas City, MO 64106
1261 MAIN ST Kansas City, MO 64106	1271 MAIN ST Kansas City, MO 64106	1281 MAIN ST Kansas City, MO 64106
1291 MAIN ST Kansas City, MO 64106	21 E 12TH ST Kansas City, MO 64106	60 E 13TH ST Kansas City, MO 64106







1. Survey No.		2. Survey name: Kansas City, Missouri, Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 1400 (Primary)* Walnut Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known):		9. Present/other name (if known):	
10. Ownership: <input type="checkbox"/> Private <input type="checkbox"/> Public		11a. Historic use (if known):	11b. Current use: Commercial

**HISTORICAL DATA**

12. Construction date:	15. Architect:	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period:	16. Builder/contractor:	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance:	17. Original or significant owner:	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

23. Category of property: <input type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material:	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement:
24. Vernacular or property type:	31. Chimney placement:	38. Acreage (rural): Visible from public road? <input type="checkbox"/>
25. Architectural Style:	32. Structural system:	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape:	33. Ext. wall cladding:	
27. No. of stories:	34. Foundation material:	
28. No. of bays (1 <sup>st</sup> floor):	35. Basement type:	40. No. of outbuildings (describe in box 40 cont.):
29. Roof type:	36. Front porch type/placement:	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: KANSAS CITY LIVE BLOCK 138 RETAIL LLC 601 E PRATT ST 6TH FLOOR BALTIMORE, MD 21202	43. Form prepared by (name and org.):	44. Survey date:
		45. Date of revisions:

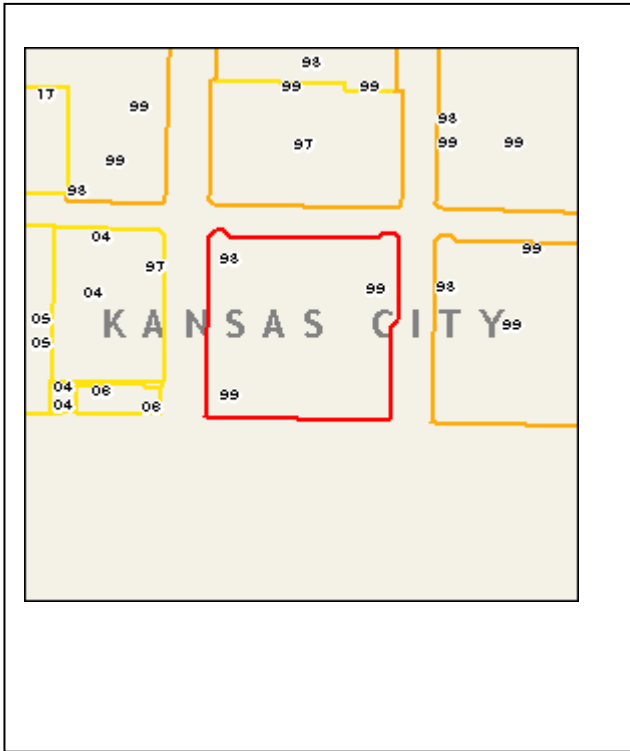
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

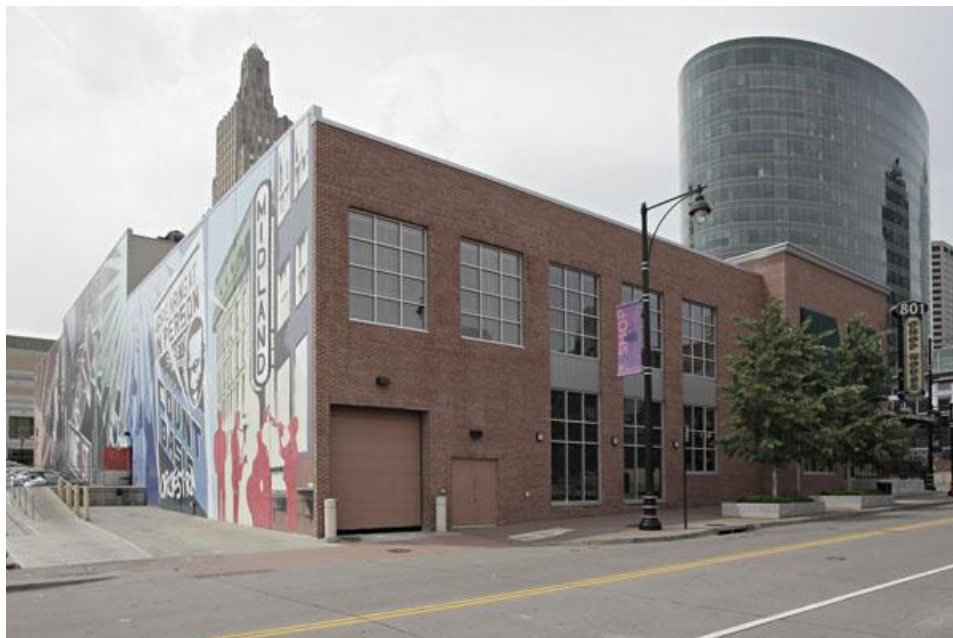
**Site Map/plan (include north arrow):**



**Photograph:**

Photographer: Richard Welnowski	Date: May 2012	Description:
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

\* 5 addresses for this parcel

1400 WALNUT ST Kansas City, MO 64106 (Primary)

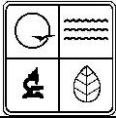
21 E 14TH ST Kansas City, MO 64106

51 E 14TH ST Kansas City, MO 64106

61 E 14TH ST Kansas City, MO 64106

71 E 14TH ST Kansas City, MO 64106





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 2030 Walnut Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Roach and Musser Manufacturing Company		9. Present/other name (if known): Warehouse	
10. Ownership: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Public		11a. Historic use (if known): Wood windows and sash manufacturing	11b. Current use: Warehouse

**HISTORICAL DATA**

12. Construction date: c. 1880	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: c. 1880-1965	16. Builder/contractor: Unknown	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: Architecture and Industry	17. Original or significant owner: Roach and Musser	20. National Register eligible? <input checked="" type="checkbox"/> individually eligible <input checked="" type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

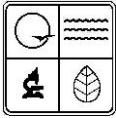
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Tar and Gravel	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement:
24. Vernacular or property type: Light Industrial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input type="checkbox"/>
25. Architectural Style:	32. Structural system: Heavy Timber	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Masonry	
27. No. of stories:	34. Foundation material: Stone	
28. No. of bays (1 <sup>st</sup> floor):	35. Basement type: Full	40. No. of outbuildings (describe in box 40 cont.): 0
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: THE MYLAN CORP PO BOX 414059 KANSAS CITY, MO 64141	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: July 19, 2012
		45. Date of revisions:

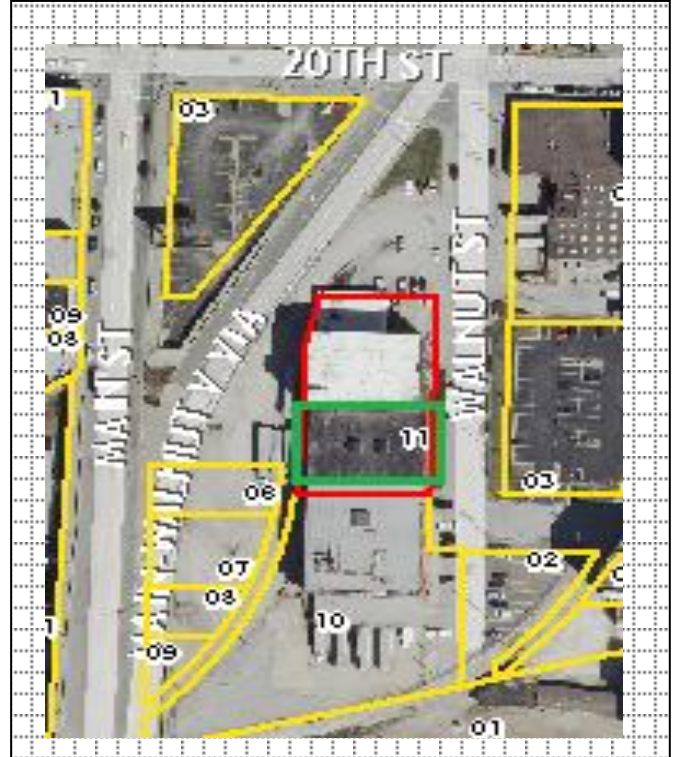
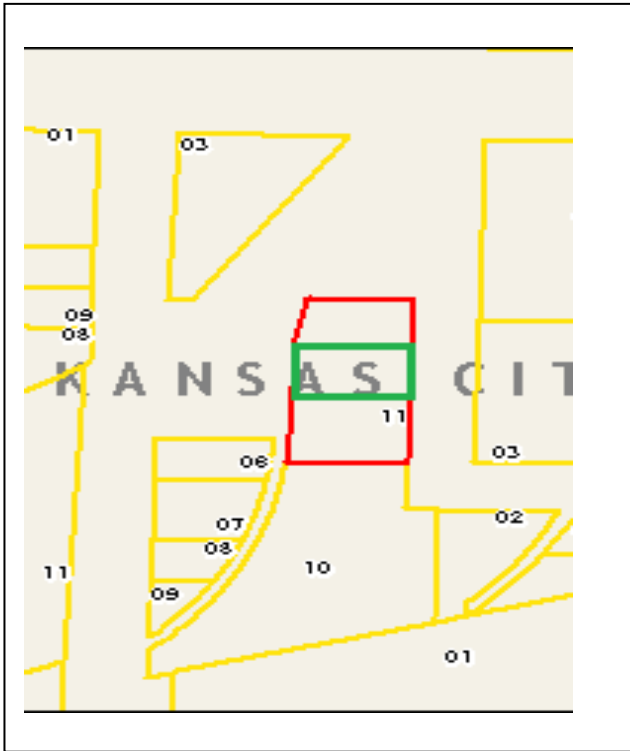
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

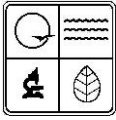


**Photograph:**

Photographer: Richard Welnowski	Date: May 9, 2012	Description: East façade; view facing west
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Insert photograph of primary structure on property.

QuickTime™ and a decompressor are needed to see this picture.



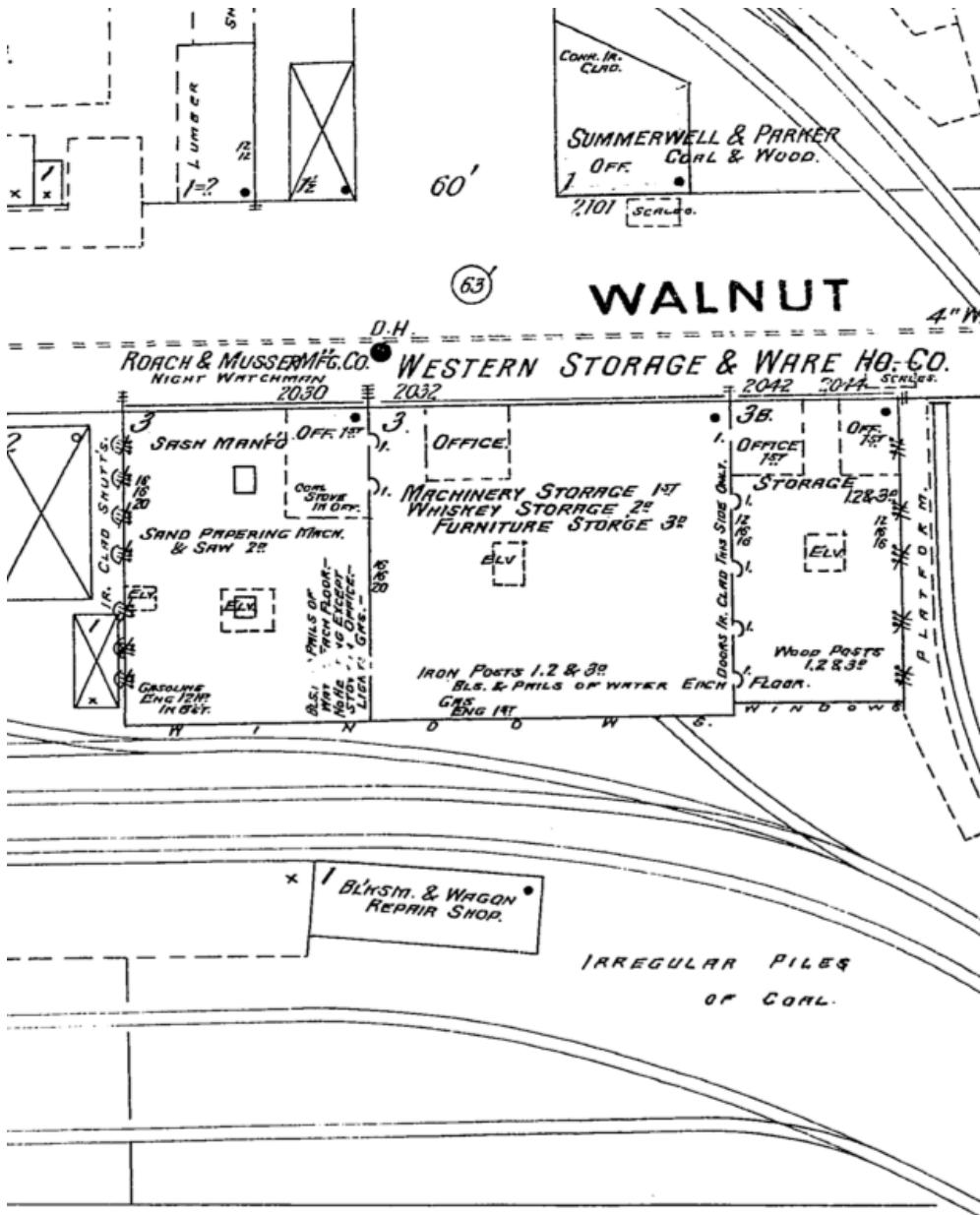
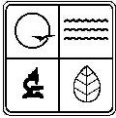
**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.  
Constructed c. 1880, the building was originally the location of Roach and Musser Manufacturing Company, makers of wood windows and sashes. In 1909 it was the location of the Montgomery Ward general warehouse.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.  
Sanborn Map Company, 1895, Vol. 3, Plate 252; 1909 Vol. 3, Plate 341.

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.  
The building is located near railroad spurs to the south. Belger Company is located to the south and Superior Moving Company is located to the north. A surface parking lot is located to the east.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.  
The main façade faces east. The first story features multiple entrances that haven boarded up for security. Second and third-story fenestration also has been boarded-up. Third story fenestration is segmental arched.







1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 828 Walnut Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): N/A		9. Present/other name (if known): Commerce Bank Parking Garage	
10. Ownership: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Public		11a. Historic use (if known): N/A	11b. Current use: Parking Garage

**HISTORICAL DATA**

12. Construction date: 2009	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Unknown	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: Unknown	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

23. Category of property: <input type="checkbox"/> building(s) <input type="checkbox"/> site <input checked="" type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Concrete	37. Windows: <input type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: Fixed at stair tower
24. Vernacular or property type: Parking Garage	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: N/A	32. Structural system: Reinforced Concrete	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Concrete and steel	
27. No. of stories: Three stories above ground	34. Foundation material: Concrete	
28. No. of bays (1 <sup>st</sup> floor): Eleven	35. Basement type: N/A	40. No. of outbuildings (describe in box 40 cont.): 0
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address:	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: July 24, 2012
		45. Date of revisions:

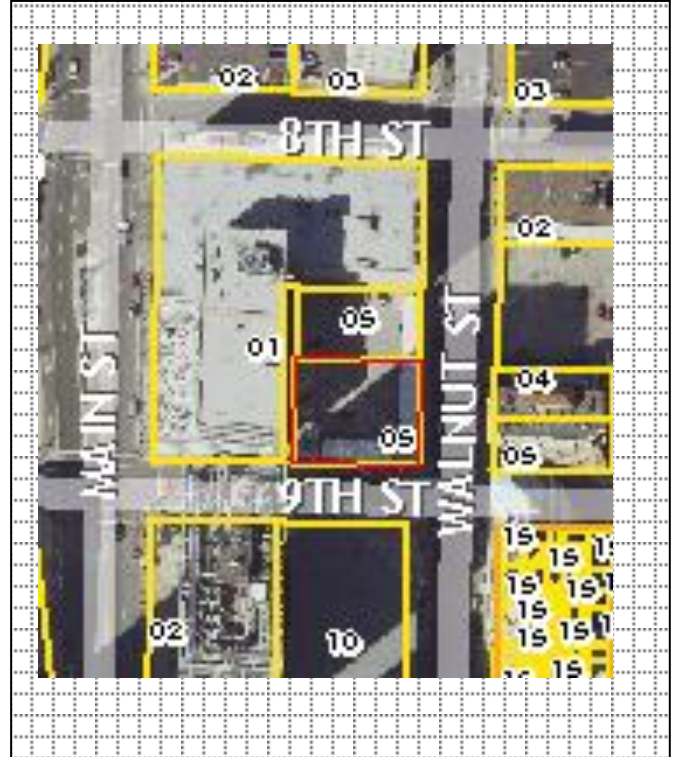
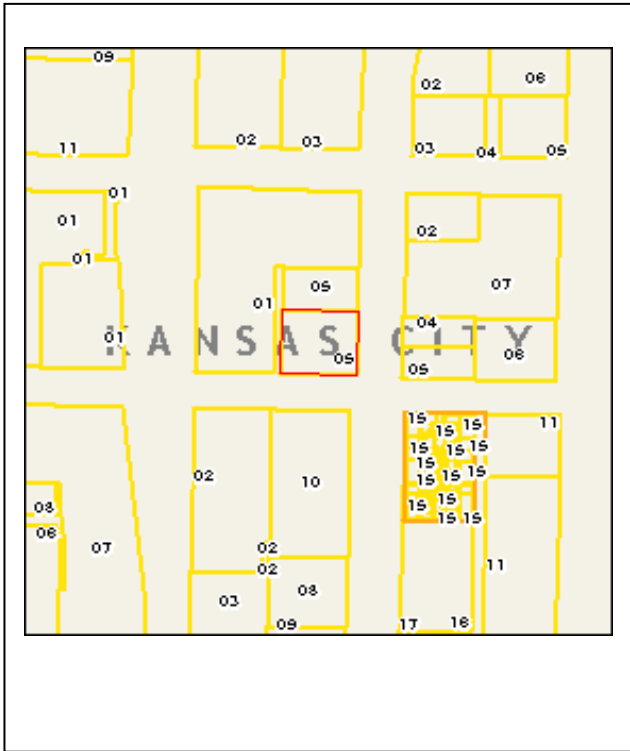
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**



**Photograph:**

Photographer: Richard Welnowski	Date: May 9, 2012	Description: East and south facades; view facing northwest
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Insert photograph of primary structure on property.

QuickTime™ and a decompressor are needed to see this picture.



**ADDITIONAL INFORMATION:**

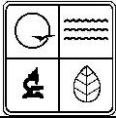
21. (cont.) History and significance. Expand box as necessary, or add continuation pages.  
It appears that this parking garage was designed in 2009.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.  
Located on a one-way street (north) in an area of early 20<sup>th</sup> century commercial buildings and contemporary parking garages.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) 15 (Primary)*	Street W 20TH ST
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): J. C. Gates Building		9. Present/other name (if known):	
10. Ownership: <input type="checkbox"/> Private <input type="checkbox"/> Public		11a. Historic use (if known): Commercial	11b. Current use: Commercial / Retail

**HISTORICAL DATA**

12. Construction date: 1915 with remodeling	15. Architect: A. B. Anderson (original)	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: N/A	16. Builder/contractor: Unknown	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: N/A	17. Original or significant owner: J. C. Gates (owner)	20. National Register eligible? <input type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input checked="" type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

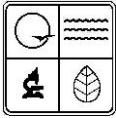
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: tar and gravel	37. Windows: <input type="checkbox"/> historic <input checked="" type="checkbox"/> replacement Pane arrangement:
24. Vernacular or property type: Commercial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: One-Part Commercial Block	32. Structural system: Masonry	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input checked="" type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Masonry	
27. No. of stories: One	34. Foundation material: Masonry	
28. No. of bays (1 <sup>st</sup> floor): Eight	35. Basement type: unknown	40. No. of outbuildings (describe in box 40 cont.): 0
29. Roof type: Flat with parapet	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: SAME SAME LLC 1904 MAIN ST UNIT 5 KANSAS CITY, MO 64108	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: July 19, 2012
		45. Date of revisions:

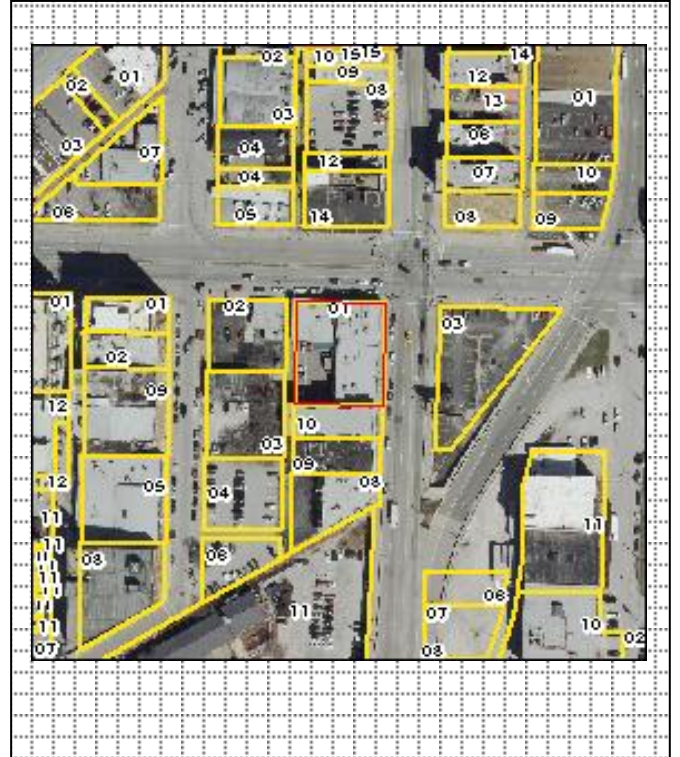
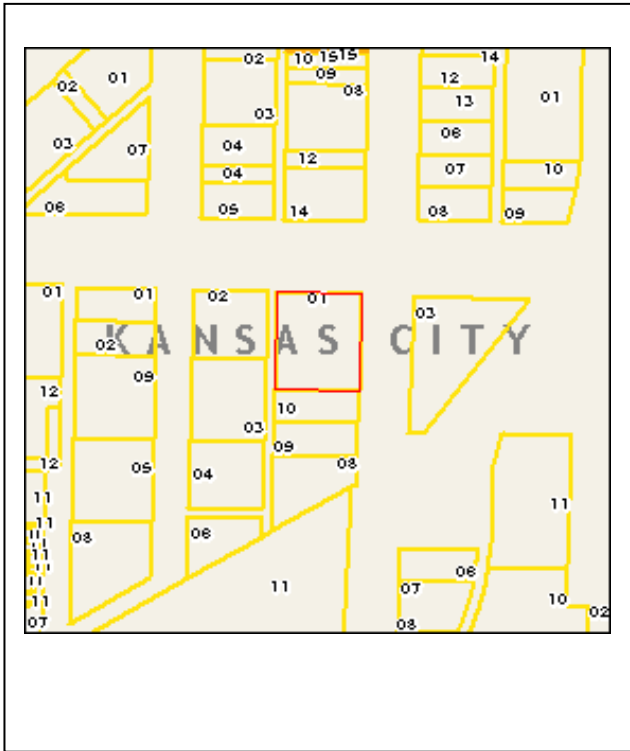
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

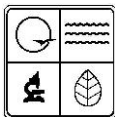


**Photograph:**

Photographer: Richard Welnowski	Date: May 7, 2012	Description: East and north façades; view facing southwest
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

The building was constructed for J. C. Gates real estate company. Subsequently, the building was altered with new storefront windows.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

Piland, Historic Inventory, Landmarks Commission, Kansas City.

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

A surface parking lot is to the north. To the south are early 20<sup>th</sup> century hotel buildings.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

Brick piers divide the wall surfaces into separate bays. There are several storefronts on Main Street with additional commercial spaces facing 20<sup>th</sup> Street. Shaped parapets articulate the exterior and a loading dock is located to the rear of the Main Street-facing portion.

**\*Seven addresses included**

15 W 20TH ST KANSAS CITY, MO 64108 (Primary)

2000 MAIN ST KANSAS CITY, MO 64108

2002 MAIN ST KANSAS CITY, MO 64108

2004 MAIN ST KANSAS CITY, MO 64108

2006 MAIN ST KANSAS CITY, MO 64108

2008 MAIN ST KANSAS CITY, MO 64108

2010 MAIN ST KANSAS CITY, MO 64108







1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) 114-16-18	Street West 5 <sup>th</sup> Street
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Sam Gros (building owner)		9. Present/other name (if known): All Nations Flags	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Commercial	11b. Current use: Retail

**HISTORICAL DATA**

12. Construction date: 1906-1909	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: 1906-1965	16. Builder/contractor: Tony LaBella	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: Architecture and Commerce	17. Original or significant owner: Sam Gross	20. National Register eligible? <input type="checkbox"/> individually eligible <input checked="" type="checkbox"/> district potential ( <input checked="" type="checkbox"/> C <input type="checkbox"/> NC ) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Tar and Gravel	37. Windows: <input checked="" type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement:
24. Vernacular or property type: Commercial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: Two-Part Commercial Block	32. Structural system: Masonry	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input checked="" type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Masonry	
27. No. of stories: Two	34. Foundation material: Masonry	
28. No. of bays (1 <sup>st</sup> floor): Four	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): 0
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: ALL NATIONS FLAG COM INC 118 W 5TH ST KANSAS CITY, MO 64105	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: July 19, 2012
		45. Date of revisions:

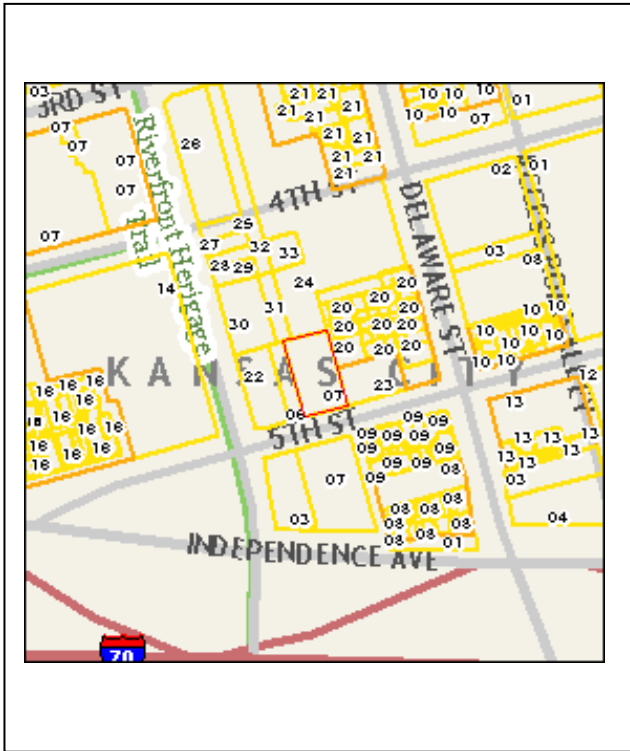
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**



**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: South façade; view facing northeast
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

It appears that this building was built for Sam Gross. While the building permit states a construction date of 1909, the building appears in a 1906 Sanborn Map.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

Building Permit No. 46960, Kansas City, MO. Sanborn Map Company, 1906, Vol. 1, Plate 7.

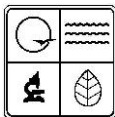
40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Located to the west of the Old Town Historic District in an area of late 19<sup>th</sup> and early 20<sup>th</sup> century commercial buildings.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

The main façade faces south. Two single leaf doors set in storefronts flank a non-original one-bay opening. The upper story fenestration is one-over-one sash with stone sills and corbelling. Other features include wide transoms and stone coping.





1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 120-122 West 5 <sup>th</sup> Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): Sam Gross (building owner)		9. Present/other name (if known): Voodoo Tattoo	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Commercial	11b. Current use: Commercial

**HISTORICAL DATA**

12. Construction date: 1907	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: 1907	16. Builder/contractor: I. J. Dando, builder	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: 1907	17. Original or significant owner: Sam Gross	20. National Register eligible? <input type="checkbox"/> individually eligible <input checked="" type="checkbox"/> district potential ( <input checked="" type="checkbox"/> C <input type="checkbox"/> NC ) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

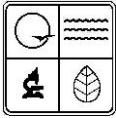
23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Tar and Gravel	37. Windows: <input checked="" type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: Fixed (storefront)
24. Vernacular or property type: Commercial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road?
25. Architectural Style: Two-Part Commercial Block	32. Structural system: Masonry	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input checked="" type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Masonry	
27. No. of stories: Two	34. Foundation material: Brick	
28. No. of bays (1 <sup>st</sup> floor): One	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): 0
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: RINGENBERG MARK A 120 W 5TH ST KANSAS CITY, MO 64105	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: July 19, 2012
		45. Date of revisions:

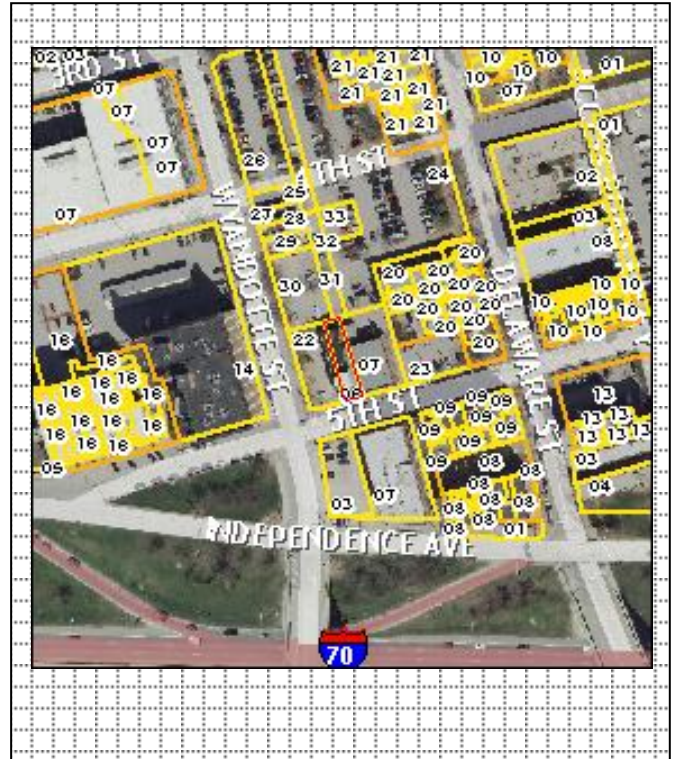
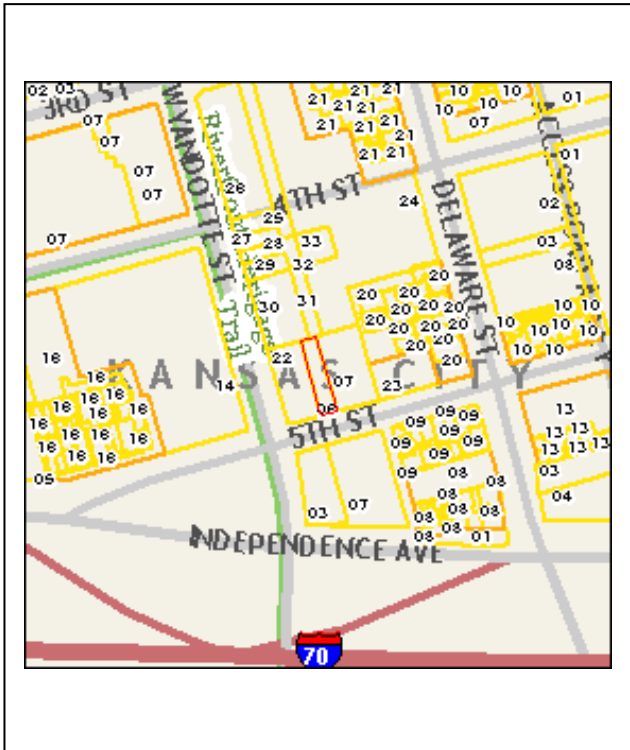
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**

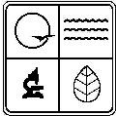


**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: South and west facades; view facing northeast.
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.  
The building was constructed by I. J. Dando for Sam Gross in 1907.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.  
Building Permit No. 8570, Kansas City, MO

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.  
Located to the west of the Old Town Historic District in an area of late 19<sup>th</sup> and early 20<sup>th</sup> century commercial.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.  
The main façade faces south. The first floor features a modified storefront and two entrances. Upper story windows appear to be one-over-one sash. The west façade of the building appears to have been modified.







1. Survey No.		2. Survey name: Kansas City Downtown Streetcar Project	
3. County: Jackson County		4. Address (Street No.) Street 114-116 West 3 <sup>rd</sup> Street	
5. City: Kansas City	Vicinity: <input type="checkbox"/>	6. UTM: / /	7. Township/Range/Section: T: R: S:
8. Historic name (if known): F. Menown, Coffee and Spice Miller (114); Hale Harness and Fire Supply (116)		9. Present/other name (if known): Market Deli 3 (114) / JM Associates (116)	
10. Ownership: X Private <input type="checkbox"/> Public		11a. Historic use (if known): Commercial	11b. Current use: Commercial and Loft

**HISTORICAL DATA**

12. Construction date: c. 1894	15. Architect: Unknown	18. Previously surveyed? <input type="checkbox"/> Cite survey name in box 22 cont. (page 2)
13. Significant date/period: c. 1894/1921	16. Builder/contractor: T. C. Schwieger, builder (1921)	19. On National Register? <input type="checkbox"/> indiv. <input type="checkbox"/> district Cite nomination name in box 22 cont. (page 2)
14. Area(s) of significance: Commerce	17. Original or significant owner: Hale and Menown.	20. National Register eligible? <input checked="" type="checkbox"/> individually eligible <input type="checkbox"/> district potential ( <input type="checkbox"/> C <input type="checkbox"/> NC ) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined
21. History and significance on continuation page. <input type="checkbox"/>		22. Sources of information on continuation page. <input type="checkbox"/>

**ARCHITECTURAL INFORMATION**

23. Category of property: <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	30. Roof material: Tar and Gravel	37. Windows: <input checked="" type="checkbox"/> historic <input type="checkbox"/> replacement Pane arrangement: one-over-one (1921)
24. Vernacular or property type: Commercial	31. Chimney placement: N/A	38. Acreage (rural): Visible from public road? <input checked="" type="checkbox"/>
25. Architectural Style: Two-Story Commercial Block	32. Structural system: Masonry	39. Changes (describe in box 28 cont.): <input type="checkbox"/> Addition(s) Date(s): <input checked="" type="checkbox"/> Altered Date(s): <input type="checkbox"/> Moved Date(s): <input type="checkbox"/> Other Date(s): Endangered by:
26. Plan shape: Rectangular	33. Ext. wall cladding: Masonry	
27. No. of stories: Two	34. Foundation material: Masonry	
28. No. of bays (1 <sup>st</sup> floor): Four	35. Basement type: Unknown	40. No. of outbuildings (describe in box 40 cont.): 0
29. Roof type: Flat	36. Front porch type/placement: N/A N/A	41. Further description of building features and associated resources on continuation page. <input type="checkbox"/>

**OTHER**

42. Current owner/address: RIVER CITY INVESTMENTS II LLC 116 W 3RD ST KANSAS CITY, MO 64105	43. Form prepared by (name and org.): Architectural & Historical Research, LLC Cydney Millstein and Mary Ann Warfield	44. Survey date: July 18, 2012
		45. Date of revisions:

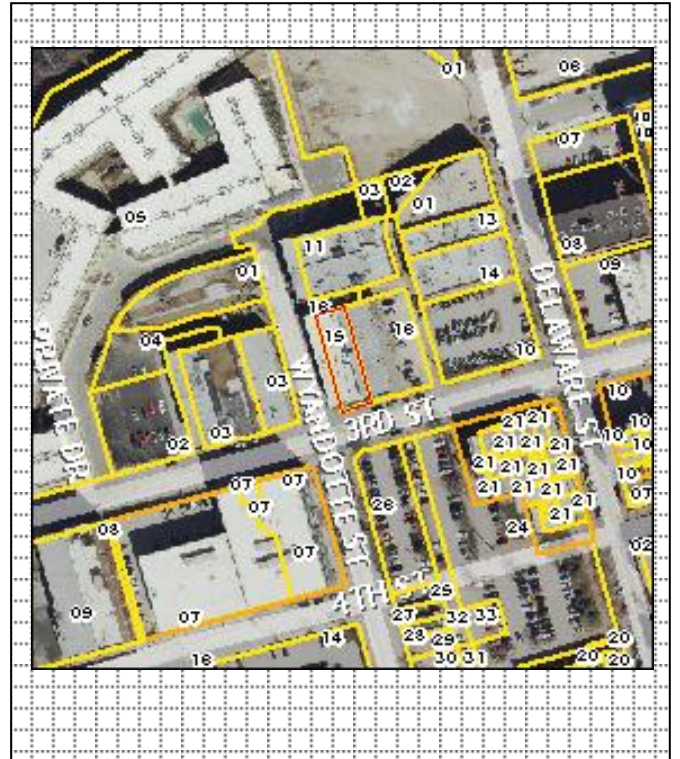
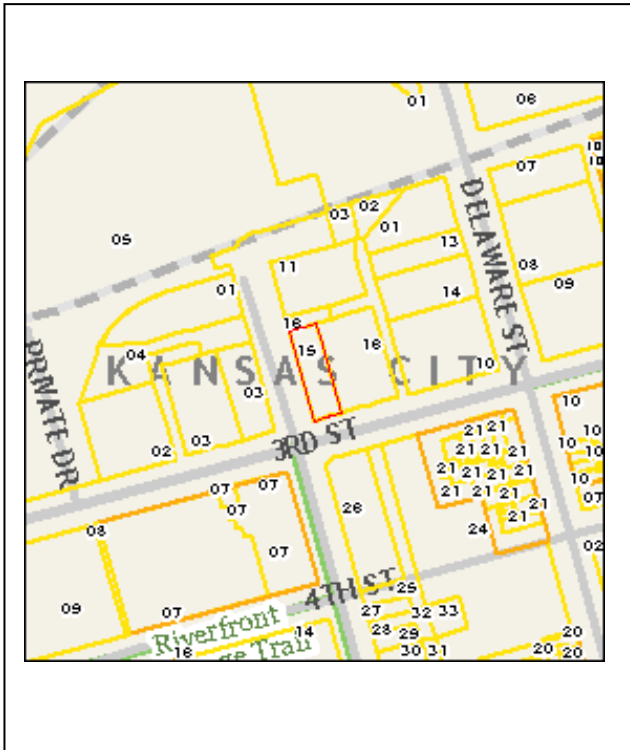
**FOR SHPO USE:**

Date entered in inventory:	Level of survey <input type="checkbox"/> reconnaissance <input type="checkbox"/> intensive	Additional research needed? <input type="checkbox"/> yes <input type="checkbox"/> no
National Register Status: <input type="checkbox"/> listed <input type="checkbox"/> in listed district Name: <input type="checkbox"/> pending listing <input type="checkbox"/> eligible (individually) <input type="checkbox"/> eligible (district) <input type="checkbox"/> not eligible <input type="checkbox"/> not determined	Other:	



**Location Map (include north arrow):**

**Site Map/plan (include north arrow):**



**Photograph:**

Photographer: Richard Welnowski	Date: May 27, 2012	Description: South and East façades view facing northwest
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Insert photograph of primary structure on property.





**ADDITIONAL INFORMATION:**

21. (cont.) History and significance. Expand box as necessary, or add continuation pages.

In 1895 the building was the location of a coffee and spice mill business and a harness and fire supply business. The property later merged with Chase Bag Company's other properties.

22. (cont.) Sources of information. Expand box as necessary, or add continuation pages.

Sanborn Map Company, 1895 and 1939. Building Permit No. 73182, Kansas City, MO

40. (cont.) Description of environment and outbuildings. Expand box as necessary, or add continuation pages.

Located directly west and south of the Old Town Historic District, listed in the National Register, on a major thoroughfare.

41. (cont.) Further description of important architectural features. Expand box as necessary, or add continuation pages.

The main façade facades south. The storefront windows and the upper story fenestration was the result of a 1921 remodeling.



**APPENDIX C**  
Documentation of Properties Previously Inventoried (on CD)

and

**APPENDIX D**  
Nomination Forms for Historic Resources Listed in the National Register of Historic Places (on CD)

