

Appendix D – Historic Properties Survey Technical Report

## **Kansas City Streetcar Main Street Extension Project**



# SECTION 106 TECHNICAL REPORT MO SHPO PROJECT NUMBER 211-JA-18

## Prepared for the

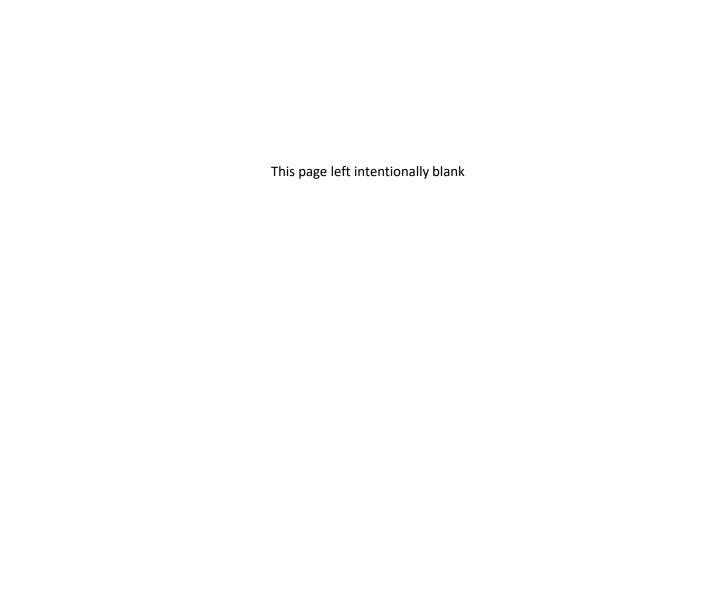
**Federal Transit Administration** 



Ву

Architectural & Historical Research, LLC, Kansas City, MO

January 21, 2019



## **TABLE OF CONTENTS**

Project Background	2
Introduction	3
Streetcar Description	4
Methods and Area of Potential Effect	6
Disposition of Records	9
Results	10
Mass Transit in Kansas City and The Metropolitan Area The Appropriateness of Placing Light Rail on Kansas City's Boulevards Architectural and Historical Contexts Main Street Development West Pershing to Thirty-First Streets Thirty-First Street to Thirty-Ninth Street Thirty-Ninth Street to Forty-Third Street Forty-Third Street to Forty-Seventh Street Forty-Seventh Street to Fifty-First Street	10 22 24 24 27 31 35 38 41
Inventory of Resources Within the APE	46
Determination of Effect	65
Recommended Mitigation	66
Bibliography	67
Appendices	

#### PROJECT BACKGROUND

The Kansas City Downtown Streetcar starter line began service on May 6, 2016. The 2.2-mile line has provided more than 4.9 million trips in the 2+ years since opening day (over twice the projections). Due to overwhelming support and enthusiastic public interest in extending the streetcar route, the City of Kansas City, Missouri, the Kansas City Area Transportation Authority (KCATA), and the Kansas City Streetcar Authority (KCSA) have formed a Project Team to develop Federal Transit Administration (FTA) Section 5309 Capital Investment Grant Program - New Starts project justification materials and data in support of extending the streetcar approximately 3.5 miles south from its current terminus at West Pershing Road. The proposed alignment would continue south along Main Street, ending at the Country Club Plaza / University of Missouri – Kansas City (Plaza/UMKC) area. The Main Street extension project would connect the City's two largest activity centers and would extend the community benefits already seen from the Downtown Streetcar starter line. The expansion of streetcar in the Main Street corridor was identified and extensively studied in the NextRail KC study completed in 2013 (described below), and is included in the region's adopted long-range transportation plan, Transportation Outlook 2040. A request to enter Project development on the project was submitted by the project Team and approved in December 2017. The Main Street extension was included in the RideKC Smart Moves 3.0 Transit and Mobility Plan for the Kansas City Region; and MARC adopted the Locally Preferred Alternative into the regional Long-Range Transportation Plan on March 20, 2018.

In 2012 and 2013, the City of Kansas City, Missouri (KCMO), in coordination with KCATA, Mid-America Regional Council (MARC), and Jackson County, initiated a \$1.9 million planning study called NextRail KC to evaluate the potential impacts, feasibility, and cost of streetcar expansions in eight designated corridors. Through a phased process that included public/stakeholder engagement, systems overview, route screening, and detailed route analysis, the Main Street corridor streetcar extension, along with two others, was selected by the City Council for endorsement.

As noted in the NextRail study, the Main Street corridor between the current streetcar terminus and the Plaza / UMKC area includes some of the densest residential neighborhoods and employment centers in the region, as well as an academic center. This density supports high transit ridership today (Main MAX), and is reinforced by strong existing commuting patterns. STOPS ridership forecasting model indicates that an extension of the streetcar could significantly increase transit ridership on Main Street. Streetcar expansion can help to create a more effective transit system by providing higher levels of service, increased accessibility, elevated transit visibility, and improved connectivity in the corridor.

The KC Streetcar service will be completely integrated with existing and planned bus services. The Main Street Extension will be accompanied by modifications and realignment of the existing bus network, including the transitioning of Main MAX to streetcar service, as the Streetcar would provide adequate capacity, operate at similar service levels, and deliver faster running times. The Streetcar would provide more than adequate capacity in the Main Street corridor (even if ridership in the corridor doubles) and would operate at equivalent service levels to Main MAX, which is nearing the end of its useful life.<sup>1</sup>

\_

<sup>&</sup>lt;sup>1</sup> This introduction was taken from the "Kansas City Streetcar Main Street Extension Project Narrative", September 7, 2018. See Sections 1.0 and 3.1.

#### INTRODUCTION

The purpose of this report is to document the architectural portion of the Section 106 analysis prepared to address the National Historic Preservation Act of 1996, as amended (16 U.S.C. 470F) and its implementing regulation 36 CFR Part 800. It identifies and evaluates potential effects on architectural and cultural resources from the proposed Kansas City Streetcar Main Street Extension Project. HDR Engineering and Architectural & Historical Research, LLC, have prepared this analysis, in conjunction with the National Environmental Policy Act (NEPA) compliance work for the Streetcar Project.

The Federal Transit Administration (FTA) is the Federal Lead agency for the Streetcar Extension Project and has consulted with the Missouri State Historic Preservation Office (MO SHPO); the Historic Preservation Commission (HPC) staff from the City of Kansas City, Missouri; the Kansas City Streetcar Authority (KCSA); and the Kansas City Area Transportation Authority (KCATA) on this Section 106 analysis for the Kansas City Streetcar Main Street Extension Project. Consultation has addressed the Area of Potential Effect (APE), the identification of National Register of Historic Places listed and eligible historic resources within the APE, and the determinations of effect from the proposed Streetcar Project (Streetcar Alternative) and No Build Alternative.

The Area of Potential Effect for the architectural analysis was determined in consultation with the Missouri SHPO. For the Streetcar Extension Project, the APE was determined to generally be the area within one-block of the proposed Streetcar improvements, or 100' on each side of the defined centerline of Main Street extending from West Pershing Road south to 51st Street.

Kansas City and the proposed Streetcar Corridor are rich in historic resources. A total of 169 resources were identified within the APE. The proposed Streetcar line would pass through one existing National Register historic district, the "South Side Historic District" (1983) and one Kansas City Register of Historic Places district "The 39<sup>th</sup> and Main Historic District" (1982). Sixteen (16) properties have been determined to be eligible for listing in the National Register of Historic Places based on current research for the Kansas City Streetcar Main Street Extension Project.

Historically streetcars were instrumental in the development of the Kansas City area (see history, below). As the proposed streetcar expansion 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 in the APE. With the No Build Alternative there would be 'no effects' to historic resources in the APE because there would be no new transit improvements constructed or operated.

There was no Archeological Reconnaissance Survey prepared for the Kansas City Streetcar Main Street Extension Project as previous activities in the APE have disturbed the corridor area.

#### STREETCAR DESCRIPTION

**Project Location:** The proposed Kansas City Streetcar Main Street Extension Project will be located in Kansas City, Jackson County, Missouri, primarily on Main Street between Union Station/Crown Center at West Pershing Road and Main Street, south to 51<sup>st</sup> Street at the University of Missouri-Kansas City Campus (UMKC) as an extension of the Kansas City Streetcar starter line.

Route Termini and Alignment: The proposed Streetcar alignment would generally extend 3.5 miles south from a northern terminus at the center of Main Street near Union Station and Crown Center, south of Pershing Road to a southern terminus at the northern edge of the UMKC campus. The 7.0 track miles (round trip) would operate primarily in mixed traffic in the outside travel lane, both northbound and southbound on Main Street. In the southern portion, starting near Volker Boulevard, it would operate within the existing Country Club right-of-way, a transportation right-of-way. The Streetcar facilities would be constructed and would operate within existing street right-of-way.

Streetcar Stops: Streetcar stops would be spaced approximately every ½-mile with a platform for exiting and loading in each travel direction. Streetcar stops are planned to be similar in scale to the existing streetcar stops located in downtown Kansas City (the starter line), with some stops shared with existing bus service to facilitate easy transfers. Stops would include platforms, shelters, transit system information and related features. The majority of the stop platforms would be located on the far side of the cross-street intersections. There would be nine stops northbound and eight stops southbound (excluding the existing southbound stop at Union Station). Both the UMKC stop (at the southern terminus) and the Plaza stop would be single platform configurations (double-sided, in the case of the Plaza); and the remainder would be paired stops, each with a northbound platform on the east side of Main Street and a southbound platform on the west side of Main Street.

**Length:** the Streetcar alignment would be 3.5 miles long (from the northern terminus to the southern terminus) or a total of approximately 7.0 track miles round trip.

**Streetcar Vehicles:** The Main Street Extension plus the Downtown Starter Line would require seven vehicles to meet the anticipated demand in 2023, in addition to three spares (one anticipated surge demands of eight vehicles in service). Given the existing fleet of four vehicles (three plus on spare), this means that six new vehicles would be required.

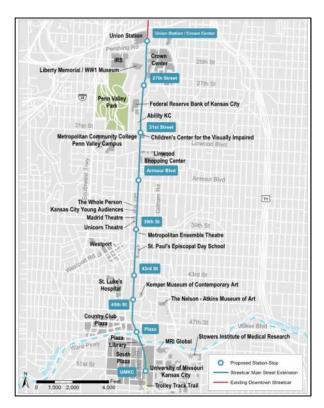
**Operating Characteristics:** Streetcar service would consist generally of 20- to 30-minute headways in the early morning and 10-to-12 minute headways the rest of the operating hours. The total streetcar travel time (i.e., the existing route coupled with the proposed extension) is projected to be approximately 30 minutes one-way and 60 minutes round-trip. The Main Street Extension would be completely integrated with other existing and planned bus services. At the Ward Parkway stop, the streetcar would connect with a bus transfer facility.

**Vehicle Maintenance Facility (VMF):** A new VMF would be not needed for the proposed extension, but the existing VMF would be expanded to accommodate the expanded fleet.

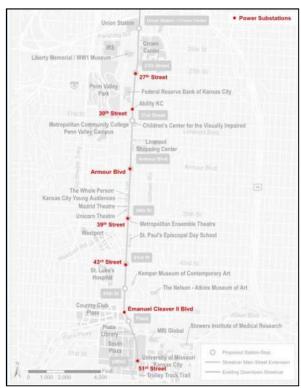
**Overhead Contact System and Power Supply:** An overhead contact system (OCS) would be installed to power the streetcar vehicle. The OCS would require the poles be placed along the alignment along with up to seven traction power substations (TPSSs)

Traction Power System and Substations: For consistency and compatibility with the existing streetcar service, an overhead contact system (OCS) would be installed to power the streetcar vehicle. The OCS would require the poles be placed along the alignment along with up to seven traction power substations (TPSSs). The possible general locations of the TPSSs are shown below and are based on locations that are previously disturbed (e.g., existing parking lots), and are located within existing publicly-owned right-of-way where possible. The TPSSs are comprised of a metal box plus additional enclosed spaced (featuring elements such as a grounding grid and a secured buffer) occupying a footprint of up to 2,100 square feet. Minor property acquisition and/or easements may be required to accommodate three of the substations and would necessitate acquisition of up to 2,100 square feet per location. No residential or business relocations or displacements would be needed and no buildings would be removed for any of the TPSS locations.

#### **Proposed Street Station Stops**



#### **Proposed Power Substation Locations**



Source: HDR, Kansas City

#### METHODS AND AREA OF POTENTIAL EFFECT

#### Methods

The following is a summary of the approach used for this Section 106 analysis in support of the proposed Kansas City Streetcar Main Street Extension Project:

In September 2017, AHR, LLC, in association with HDR, prepared a preliminary analysis of architectural and cultural resources for the Kansas City Streetcar Main Street Extension Project. This was undertaken as the KCSA and the KCATA advanced planning and engineering services for the Streetcar Extension. While not an intensive level survey, the analysis represented an inventory of properties located with the study area. Because this project did not fall under Section 106 activities, no evaluation of possible effects of the proposed project on any historic resources were identified. This preliminary study provided a framework for the formal Section 106 survey, the subject of this report.

- The Area of Potential Effect (APE) was determined in consultation between the FTA, the City, HPC, and the MO SHPO.
- Within the APE an initial examination was done in order to determine the approximate number and location of resources to be included in an intensive Section 106 Survey.
- The intensive Section 106 survey was initiated. Any structure or other potential historic resource over 50 years old could be eligible for listing in the National Register of Historic Places. The inventory identified all previously surveyed historic resources within the APE and those that would be eligible for listing. Previously identified resources were documented. Inventory forms were prepared for newly identified resources within the APE; in some instances if a previously surveyed property had been subsequently modified, a new survey form was prepared. In consultation with the MO SHPO, it was agreed to use existing surveys for properties within the APE; however, as pointed out to HDR, it should be noted that numerous surveys for properties within the Westport Neighborhood Survey (2017) and the Broadway-Gillham Survey (1994-1996) were found to be factually deficient and/or missing critical data.<sup>2</sup>
- Histories of the sections of the corridor within the APE were compiled and are included later in this report. An historic overview of the history of mass transit in Kansas City, prepared for the KC Downtown Streetcar project, is also included in the main narrative.
- The consultant team finalized the inventory of all historic resources located in the APE and all inventories were re-examined. The inventory forms for properties that were previously surveyed were assembled and any minor change to respective properties are noted in the spreadsheet. PDFs of newly inventoried and previously inventoried properties can be found in Appendices A and B. In the event that any previous resources that may have achieved significance based on age (more than 50-years old), eligibility of a Post-Modern resource, for example, was re-examined. In some instances, previous modifications rendering buildings ineligible have been removed and also reexamined.

\_

<sup>&</sup>lt;sup>2</sup> In many instances, missing data from these two surveys included: date of construction, architects (if applicable), identifying features, etc. In some cases, the property descriptions did not match the identified photograph. When warranted, information from previous, more accurate surveys was used for the purpose of this report.

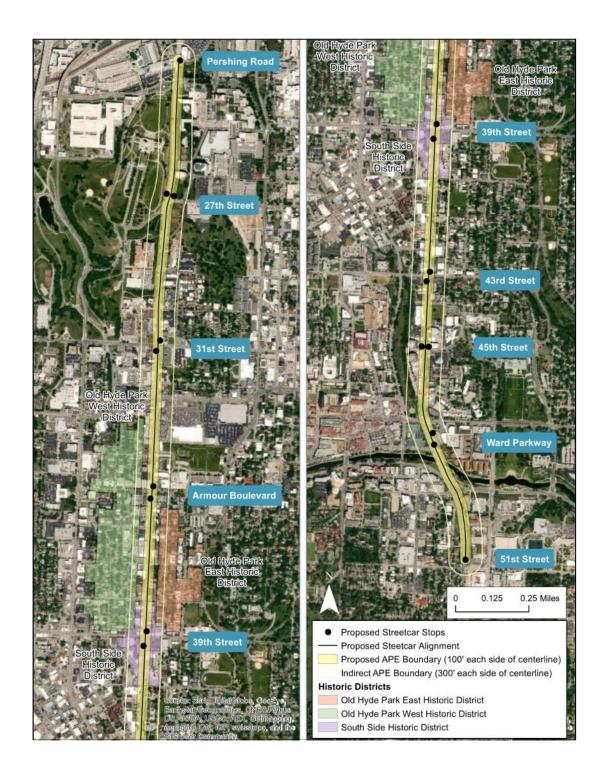
- Nomination forms for properties previously listed in the National Register of Historic Places (NRHP) and/or the Kansas City Register of Historic Places, if applicable, were located and are included in Appendix D.
- Using archival research, field surveys were prepared to obtain information regarding
- Properties that were not previously (before this study) examined. All newly identified or changed properties were documented using a Missouri Historic Property Inventory Form and digitally photographed (4 x 5 images).
- Photography: Photography prepared for the 2014 initial study was used for this examination, with the understanding that if there was a significant change to a resource (e.g., the building has been substantially altered since 2014) or if new construction has occurred, then current photographs were taken.<sup>3</sup> All photographs can be found in Appendix C.
- Following the inventory of historic resources, 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 effect, 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. Consultation between the project sponsors, FTA and the MO SHPO was conducted over the evaluation of effects. 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, documenting the identification and evaluation of all resources that may be
  affected by the development of the proposed Streetcar Extension Project, was prepared. 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.
- Based on the results of the analysis, it is concluded that the proposed project would have no adverse effects on any identified historic resources, and therefore no Memorandum of Agreement (MOA) is determined necessary.

### Area of Potential Effect (APE)

The Area of Potential Effect (APE) for the architectural analysis generally extends one-half (1/2) block in each direction from the proposed streetcar alignment or approximately 100' from each side of the defined centerline. The architectural APE is shown in the illustration, below:

Kansas City Streetcar Main Street Extension Project Section 106 Historic Resources Technical Report

<sup>&</sup>lt;sup>3</sup> See: Letter dated October 24, 2018 to Toni M. Prawl, Ph.D., MO SHPO from Mokhtee Ahmad, Regional Administrator, FTA.



The Area of Potential Effect
Kansas City Streetcar Main Street Extension Project, 2018

Source: HDR, Kansas City

#### **DISPOSITION OF RECORDS**

Information and data were gathered from, but not limited to, the following repositories and sources:

- Missouri Valley Special Collections (MVSC), 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, maps, atlases, trade journals, newspaper clippings, historic photographs and city and county histories.
- State Historical Society of Missouri-Kansas City (SHSMO-KC): 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 (MO SHPO), 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.
- **Historic Preservation Commission, Kansas City, Missouri:** Inventories, building permits and historic files are located in this office in City Hall.
- **KIVA, GIS Database:** Tax records, mapping and plat and owner information is available through this interactive database from the City of Kansas City, MO.
- Google Earth
- Jackson County Recorder of Deeds: Plat maps were pulled from this database.
- Missouri Digital Heritage: Atlases included in this database were pulled for this study.
- Sanborn Fire Insurance Maps online: A series of these highly illustrated maps were pulled for this study.
- Historic Newspaper Databases

For additional sources, see the **bibliography** found at the end of this report where sources indicated for illustrations within this report are cited in full.

Copies of this report and the supporting documentation are located at the FTA office, Kansas City, MO; MO SHPO, Jefferson City, MO; and the Historic Preservation Commission, Kansas City, MO. Copies are also available at the offices of HDR Engineering and Architectural & Historical Research, LLC, Kansas City, MO.

#### **Historical Context**

This section contains an overview of mass transit history in Kansas City, Missouri, which provides context for the proposed Kansas City Streetcar Main Street Extension Project. Histories of platting and overall development of the various portions of neighborhoods located along the study area in the APE are also included.

#### MASS TRANSIT IN KANSAS CITY AND THE METROPOLITAN AREA

The following history of mass transit, written by AHR, LLC, first appeared in the "Kansas City Downtown Streetcar Project" report, 2012.

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."

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. 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. Service Company.

Following WWII, when Kansas City 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." 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.

<sup>&</sup>lt;sup>4</sup> Bion J. Amold, 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>&</sup>lt;sup>5</sup> A. Theodore Brown and Lyle W. Dorsett, *KC: A History of Kansas City, Missouri* (Boulder, Colorado: Pruett Publishing Company, 1978), 106.

<sup>&</sup>lt;sup>6</sup> Roy Ellis, *A Civic History of Kansas City, Missouri* (Springfield, MO: 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>&</sup>lt;sup>7</sup> Millstein, "Historic Mill Creek Viaduct, Kansas City, Missouri," 9.

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>8</sup> For the purpose of this report, only those lines, which historically were associated with the proposed light rail corridor will be discussed in detail, although two maps of Kansas City's historic mass transit lines are included in this report.

It is important to note that the thoroughfare presently designated for the location of the proposed Streetcar Expansion route 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 bare relation to the proposed Downtown Streetcar route, 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.



Electric streetcar tracks in the Kansas City; Main between 27<sup>th</sup> and 31<sup>st</sup> streets, Plate 43 Note that there were double tracks throughout the area.

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

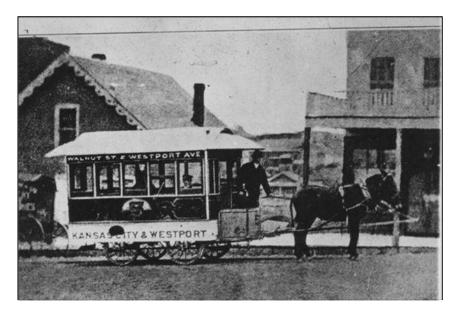
<sup>&</sup>lt;sup>8</sup> Ibid, 9.

#### **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." 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. 10

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>11</sup>



Kansas City and Westport Horse Railroad Car Source: MVSC, Kansas City Public Library

**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

<sup>&</sup>lt;sup>9</sup> Ellis, A Civic History of Kansas City, 102.

<sup>&</sup>lt;sup>10</sup> *Ibid*, 103.

<sup>&</sup>lt;sup>11</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.

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. 12

**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 12th 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>13</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 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>14</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>15</sup>

<sup>&</sup>lt;sup>12</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.

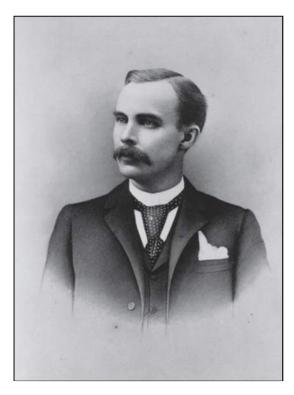
<sup>&</sup>lt;sup>13</sup>Ibid. The Corrigan Consolidated Street Railway Company was incorporated on July 16, 1884 and was conveyed to the Metropolitan Street Railway Company on July 24, 1886.

<sup>&</sup>lt;sup>14</sup>History of Kansas City, Missouri, 410.

<sup>&</sup>lt;sup>15</sup> William D. Middleton, *The Time of the Trolley: The Street Railway from Horsecar to Light Rail*, I (San Marino, CA: Golden West Books, 1987), 35-51.

**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.



Robert Gillham (1854-1899)
Source: MVSC, Kansas City Public Library.

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." Local accounts reported that many a passenger was thrown out of a car on this treacherous turn. 17

Kansas City Streetcar Main Street Extension Project Section 106 Historic Resources Technical Report

<sup>&</sup>lt;sup>16</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

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." In 1895, when it was acquired by the Metropolitan Railway Company, the KCCR had a capital stock worth over 1 1/2 million dollars. 19

**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.



Grand Avenue Railway cable car making loop near 1st and Grand, 1887 Source: MVSC, Kansas City Public Library

The original route was the company's main line which ran from 3rd and Walnut Streets, north on Walnut to 1st, then to the comer of 1st Street and Grand Avenue on the banks of the Missouri River,

Street Incline, at a grade of 18 I/2 percent, was opened to the public on June 15, 1885. It was shut down on April 6, 1904.

<sup>17</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>18</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>19</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).

south on Grand to 3rd, to Walnut Street to 13th Street, back to Grand Avenue, then Main Street to 39th Street in Westport.

A branch of this line, the Fifteenth Street line, extended from 15th Street (Truman Road) and Grand Avenue, east to Kensington Avenue. Both lines were completed in 1887. A powerhouse at 15th 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 39th Street and west to Rosedale Avenue. An additional line, constructed in 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>20</sup>

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 5th Street Line and the 12th 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>21</sup>

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.

#### **Electric Traction**

By 1908, all lines of the Metropolitan Street Railway, except the western section of the 12th 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>22</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).

<sup>&</sup>lt;sup>20</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.

<sup>&</sup>lt;sup>21</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 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.

<sup>&</sup>lt;sup>22</sup> Carrie Westlake Whitney, *Kansas City, Missouri: Its History and Its People, 1808-1908*, 1 (Chicago: The S. J. Clarke Publishing Company, 1908), 272-273. The harrowing 12th Street trestle, which carried the westernmost section of the Metropolitan's 12th 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.

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.



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

Source: MVSC, Kansas City Public Library

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>23</sup> Noted among these men was John C. Henry, "the pioneer of electric railway in Kansas City"<sup>24</sup> and the first in the nation to employ the use of overhead current

<sup>&</sup>lt;sup>23</sup> The Time of the Trolley, 64.

<sup>&</sup>lt;sup>24</sup> A Civic History of Kansas City, Missouri, 108.

collection."<sup>25</sup> Henry's initial successful experiment took place on a track at 39th and Broadway Boulevard.<sup>26</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>27</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 loner extant) near 39th Street was selected as a powerhouse. In his own words, Henry described the undertaking:

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

2

<sup>&</sup>lt;sup>25</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>&</sup>lt;sup>26</sup> "History of the Street Railways in Kansas City," *The Railwayan*, 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>&</sup>lt;sup>27</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).

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>28</sup>

None of the company's officers and directors were 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." 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>30</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>31</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>32</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.

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 5th Street horse line to electric traction, although his original investors had shifted their interests to the booming real estate market in Kansas City. 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

<sup>&</sup>lt;sup>28</sup>As quoted in *The Railwayan*, March 1923, 3-4.

<sup>&</sup>lt;sup>29</sup>Ibid. 4.

<sup>&</sup>lt;sup>30</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>&</sup>lt;sup>31</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>&</sup>lt;sup>32</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.

<sup>&</sup>lt;sup>33</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."

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>34</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>35</sup>

## 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 85th and Prospect Avenue to 40th and Summit streets.<sup>36</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 street cars ran on June 23, 1957.

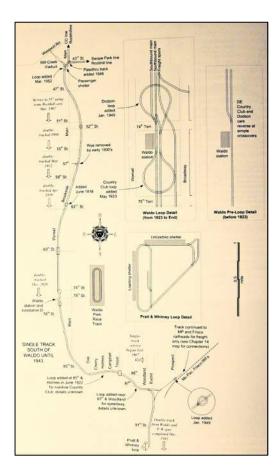
At one time the Dodson Line "gave promise of furnishing the most direct service to the south side of the city." Shortly after the line was electrified, the line was "double-tracked, following the right-of-way to 59th Street," adjacent to the comparatively undeveloped Country Club residential district.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

\_

<sup>&</sup>lt;sup>34</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, State Historical Society of Missouri-Kansas City. Often specific publication dates and volume numbers were not identified.

<sup>&</sup>lt;sup>35</sup> Biographical information regarding John C. Henry was gleaned from several sources, in particular: *Time of the Trolley*, 60-62; *The Railwayan*, 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.

<sup>&</sup>lt;sup>36</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 Railwayan* 6 (January 1923), 11; "Community Freight Service," *Electric Railway Journal* 58 (1921), 242.



The Country Club Dodson Line



Streetcar turning southwest from 43<sup>rd</sup> and Main streets via the Dodson Line, August 1956

Source: Kansas City Streetcars: From Hayburners to Streamliners

#### THE APPROPRIATENESS OF PLACING LIGHT RAIL ON KANSAS CITY'S BOULEVARDS

In helping to understand and assess some of the more critical concerns regarding the historic context of Kansas City's park and boulevard system and its relation to public transportation, it is important to consider Main Street and Brookside 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."

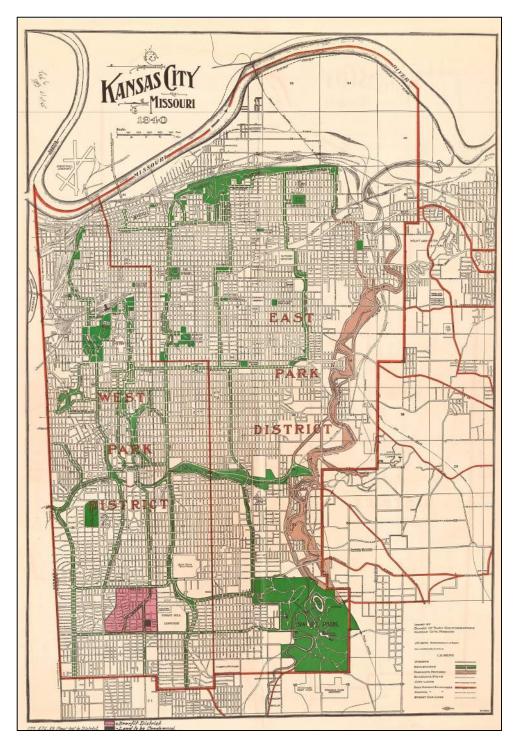
When Kessler selected his boulevard routes, Main Street was never part of his original vision or included in subsequent plans for Kansas City, Missouri. This was due to the fact that as early as 1858, Main Street was already in existence. In Charles Spalding's *Annals of the City of Kansas* (1858), it was stated that Main Street, a dirt road, "will soon be McAdamized [sic] from the levee . . . to connect with the Pike road to Westport, in which road the McAdam [sic] is now nearly completed . . . for about twelve blocks." Main, like Grand, was already one of the principal business streets of the city. Because Main developed as a commercial strip leading from the levee 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 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 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 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. Today, "The Kansas City Parks and Boulevards Historic District", including the core of the system, is listed in the National Register of Historic Places (2016).

-

<sup>&</sup>lt;sup>37</sup>As quoted in Tourbier and Walmsley, Inc., AHR, LLC, and Theis Doolittle Associates, Inc., "Landscape Architectural/Historic Survey of Parks and Boulevard, 1893-1940, Kansas City, MO," Board of Parks and Recreation Commissioners, Kansas City, Missouri, and Department of Natural Resources, Jefferson City, Missouri, Vol. I, 31.

<sup>38</sup> Charles Carroll Spalding, *Annals of the City of Kansas* (Kansas City: Van Horn and Abeel's Printing House, 1858), 53-54. The Kansas City and Westport Horse Railroad Company and the Jackson County Horse Railroad Company included Main Street in their routes as early as 1869.



Board of Park Commissioners, Kansas City, Missouri.

Map of the park and boulevard system showing streetcar lines.

Brookside Boulevard, a key thoroughfare of the system in place by 1940, also is included in the city's streetcar system.

Source: MVSC, Kansas City Public Library

#### ARCHITECTURAL AND HISTORIC CONTEXT

The APE of the study area is essentially a corridor that, as noted above, stretches from West Pershing Road on Main Street, south (continuing for 3.5 miles), to its termination at Brookside Boulevard and 51<sup>st</sup> Street. As such, the corridor travels through several neighborhoods including Midtown, Crown Center, Westport, Broadway/Gillham, North Plaza and UMKC. The study area is divided into five segments as follows: West Pershing to 31<sup>st</sup> Street, 31<sup>st</sup> to 39<sup>th</sup> streets, 39<sup>th</sup> to 43<sup>rd</sup> streets, 43<sup>rd</sup> to 47<sup>th</sup> streets and 47<sup>th</sup> to 51<sup>st</sup> streets.

For each section of the corridor, there are maps that correspond to the narrative and survey. A 1925 Tuttle, Ayers, Woodward atlas (in ¼ sections) is juxtaposed with a current overhead view of the same area. The latter, used as a comparison to the historic view, is marked with notations in red indicating the location of the surveyed properties within that ¼ section.

It is important to note that while this survey and final report (as in the previous study for the Streetcar Starter Line) "aimed to inventory and analyze all of the properties located along the proposed [Streetcar Expansion] route, it was not the intent to extensively document the development of each of these neighborhoods." As such, the following studies (fully cited in the bibliography) should be referred to if additional historical information is necessary: "North Plaza Survey," (1987); "South Side Historic District," National Register of Historic Places Nomination, (1983); "The Kansas City System of Parks and Boulevards." National Register of Historic Places Multiple Property Documentation Form (2016); "Midtown Survey Final Report (1981-1985); "Landscape Architectural/Historic Survey of Parks and Boulevards, Kansas City, Missouri, 1893-1940" (1991), "The Southtown Corridor Light Rail Starter Project" (1997) and the "Westport Historic Resources Survey" (2017).

#### MAIN STREET DEVELOPMENT

#### Introduction

From its beginnings, Main Street has played an important role in the overall urban planning of Kansas City; it provides a linear glimpse into how the city's boundary increases influenced its architectural scenery. Main Street stretched southward from the Missouri River, beginning in the City Market area in the mid-1800s, extending through the Central Business District by the 1880s, then past Union Station in 1914. By the early 1920s Main Street was a major thoroughfare to 47th Street—the gateway to J. C. Nichols' Country Club Plaza. By the early 1920s Nichols had completed plans for The Plaza, the first shopping district in the country that was designed for automobile traffic.

Main Street continues to serve Kansas City as a major commercial/retail corridor, stretching through various neighborhoods. These commercial, residential and institutional zones feature distinct architectural characteristics.

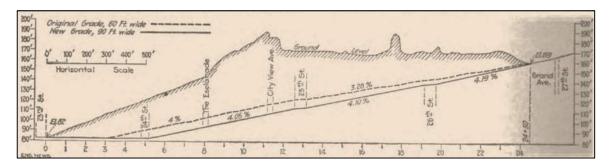
Several important aspects in planning the future of Kansas City's expansion southward would directly impact the development along Main Street. As early as 1901, the railroads commissioned Chicago architect Jarvis Hunt to design a new railroad station for Kansas City. However, the final design and planning of the Beaux Arts facility were not finalized until 1909, with construction completed in 1914.<sup>39</sup>

\_

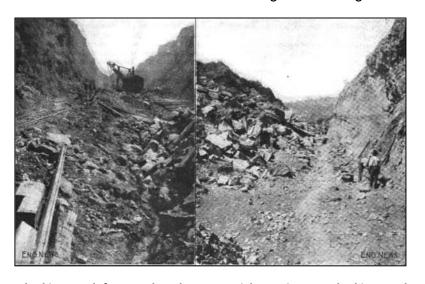
<sup>&</sup>lt;sup>39</sup> William H. Wilson, *The City Beautiful Movement in Kansas City* (Kansas City: Lowell Press: Revised 1990), 105-106. There were ongoing discussions about the siting of Union Station and its relation to Main Street. When plans threatened to cut access to Main Street south of 23<sup>rd</sup>, an association of concerned local businessmen objected to

Along with Hunt's plan for Union Station, the development along Main Street at West Pershing Road coincides with the City Beautiful Movement, a genre of urban planning and architecture that flourished in Kansas City during the late nineteenth and early twentieth centuries.<sup>40</sup> A complex of some of Kansas City's most significant landmarks—all expressions of the City Beautiful Movement—are interlaced with early portions of Kansas City's renowned park and boulevard system by the landscape architect George Edward Kessler who "espoused the same ideals for civic growth and enhancement beginning in 1893."<sup>41</sup>

Concurrent with the design of Union Station, the Metropolitan Street Railway Company decided to tackle the difficult grade on Main Street, between 24<sup>th</sup> and 27<sup>th</sup> Streets, to extend and connect to the southbound transit lines. After almost five years of engineering exploration and several attempts at grading, the railroad company with Kansas City, Missouri, cut a canyon (nicknamed the Culebra Cut, after the cut to establish the Panama Canal) 90' wide and 40 to 80' deep from the new station south to the residential area along Main.<sup>42</sup>



Profile of extension of Main Street through a bluff or ridge.



Left: Main Street looking south from Esplanade Street; Right: Main Street looking north at 26<sup>th</sup> Street.

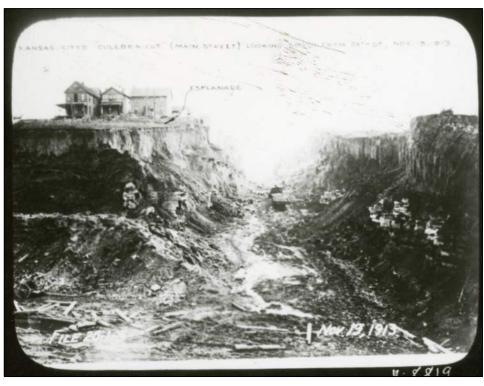
Source: Engineering News, December 10, 1914.

the original site. Subsequently, an allowance was made and the site for Union Station shifted slightly west, allowing Main Street to remain a central north-south thoroughfare.

<sup>&</sup>lt;sup>40</sup> The City Beautiful Movement had its roots in the World's Columbian Exposition, 1893 (Chicago), specifically that of the work of renowned architect and urban planner Daniel H. Burnham.

<sup>&</sup>lt;sup>41</sup> Cydney Millstein, "Union Passenger Station Power House," *Power: Reviving a Historic Building The Todd Bolender Center for Dance & Creativity* (San Francisco: Oro Publishers, 2013), 20.

<sup>&</sup>lt;sup>42</sup> "Rock Slide Delays Operation Through Cut," *Electric Railway Journal 47* (January 22, 1916), 161.

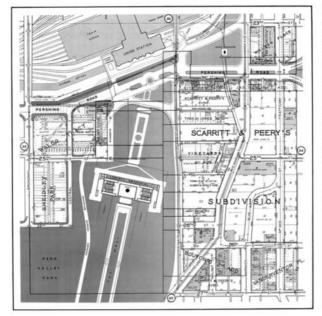




Above: Main Street excavation looking south, 1913

Below: Main Street looking north toward downtown, 1927

Source: MVSC, Kansas City Public Library





Main Street from W. Pershing Road to 27<sup>th</sup> Street; 1925 (left) and 2018 (right)





Main Street from 27th to 31st streets; 1925 (left) and 2018 (right)

The northernmost portion of the study area extends from West Pershing Road to 31<sup>st</sup> Street within the APE. Kansas City grew southward from the Missouri River extending its southern boundary to 23<sup>rd</sup> Street by 1873. By 1885 the southern city limit was extended again to 31<sup>st</sup> Street. Development in the area at this time, after the building boom of 1880-1886, generally was sparse, consisting of modest frame houses especially in Peck's, Magazine Place, and City View Park subdivisions, clustered around 24<sup>th</sup> Street.



Detail of atlas showing subdivisions surrounding Main Street from 23<sup>rd</sup> Street to just south of 25<sup>th</sup> Street.

Note that Main Street ends at 24<sup>th</sup> Street and begins again at City View Avenue.

Source: G. M. Hopkins, A Complete Set of Surveys and Plats of Properties in the City of Kansas, Missouri. 1886.

By 1900, platting and related development in this portion of the study area slightly increased. By this time, Main Street appears widened, yet the streetcar line had not been constructed in this area (see history of the cutting of Main Street, above). Development continued to be sparse and mainly residential in nature. Scarritt and Peery's Subdivision, as seen in the 1886 map, was further subdivided by 1900. Seven years later, in 1907, the area remained virtually unchanged.

By 1925, development in the area had markedly transformed; Union Station (completed in 1914), the continuation of the streetcar line from West Pershing south, the construction of Liberty Memorial (generally completed in 1926) changed the streetscape. Residential development, as seen in the previous maps, was supplanted with ongoing commercial construction. Commercial construction continued throughout the ensuing decades and as a result, the face of Main Street all but lost its single-family residential character.

One of the most notable changes in this section of the study area adjacent to Main Street at what was known as Signboard Hill emerged in 1922, when Joyce Hall began acquiring properties near his corporate headquarters for Hall Brothers (later Hallmark Cards), located at 26<sup>th</sup> and Grand Avenue. Hall was especially concerned about Signboard Hill, the limestone outcropping opposite Union Station. Hallmark began quietly acquiring these properties and the family began consulting with various individuals about the notion of creating an experimental city within a city."<sup>43</sup>



Signboard Hill, Main Street and West Pershing Road looking southeast, c. 1920s

Source: MVSC, Kansas City Public Library

In 1967, the Crown Center Redevelopment Corporation, a wholly owned subsidiary of Hallmark Cards, Inc., announced plans for the redevelopment of this area. Hall's advisors for this new development, originally called The Signboard Hill Project, included leading-edge thinkers: Larry Smith, noted urban economist; designer Henry Dreyfus; developer Jim Rouse; the cartoonist Walt Disney and architect Edward Durrell Stone, the eminent architect who designed Hallmark's New York City offices. Austrianborn Victor Gruen, internationally known architect and urban planner, was responsible for the conceptual master plan for the mixed-use development. Among his goals for the project, Gruen hoped

\_

<sup>&</sup>lt;sup>43</sup>Mr. Robert A. Kipp, Lecture, "Crown Center: An Emerging Vision For Urban Development," April 20, 1995, The Charles N. Kimball Lecture Series, Western Historical Manuscripts Collection.

"Crown Center might encourage other American corporations to take a look at their historic inner city locations before locating away from the older sections of their cities."

On January 4, 1967, the plan was unveiled at City Hall. Called Crown Center after much deliberation, the new name was a direct reference to Hallmark's trademark. The 85-acre tract for the project was developed in four phases over a fifteen-year period. Harry Weese (Westin Crown Center Hotel), incorporated Signboard Hill into the lobby and added a waterfall; Henry Cobb of the I.M. Pei firm (2600 Grand), and landscape architect Dan Kiley were just some of the noted visionaries affiliated with the design of the complex. The success of Crown Center not only improved Kansas City, but also influenced the urban renewal design of cities across the country-Detroit, Philadelphia, Baltimore, Tulsa, Houston, and Portland.

Another prominent addition to the area is the Federal Reserve Bank constructed in 2008. This large complex, along with the ongoing restoration efforts at Liberty Memorial and the recent shoring of the Main Street embankment have improved the landscape.

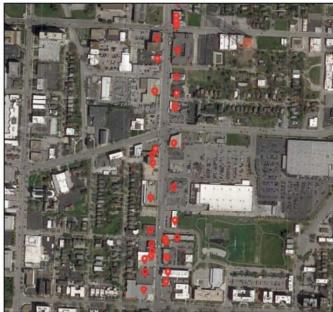
#### **Statistical Summary**

Of the twenty-four (24) resources, including twenty-two (22) buildings, one (1) site, and one (1) object, surveyed in the study area bounded by West Pershing Road and 31<sup>st</sup> Street, it was found that Liberty Memorial is listed as a National Historic Landmark (2006) and in the National Register (2000)<sup>44</sup>; five (5) buildings appear to be eligible.<sup>45</sup> The date range for these resources is 1888-2002.

<sup>&</sup>lt;sup>44</sup> While Liberty Memorial was included in the previous survey for the Street Car starter line, it seemed important to include this resource as the complex of the site expands south of West Pershing Road.

<sup>&</sup>lt;sup>45</sup>Of this count, it appears at the time of this writing that Crown Center, as a district, appears to be eligible for listing in the National Register; however surveys of the properties located outside of the APE for this project should be undertaken in order to make a clear decision.





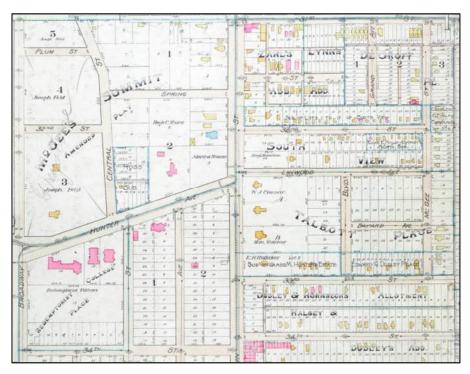
Main Street from 31st Street to Amour Boulevard; 1925 (left) and 2018 (right)





Main Street from Amour Boulevard to 39<sup>th</sup> Street; 1925 (left) and 2018 (right)

In 1886, 31<sup>st</sup> Street was known as Springfield Avenue, nothing more than a dirt road stretching over a series of hills that also crossed Main Street.<sup>46</sup> During the latter part of the 1880s, Main Street, still unpaved "was a posh residential district. The mansions of well-to-do Kansas Citians fleeing the crowded downtown area began to line Main Street."<sup>47</sup> By 1900 subdivisions in the area from 31<sup>st</sup> to 35<sup>th</sup> Streets (Armour Boulevard), on large tracts of land included McGee's Summit, Hyde Park and Talbott Place, where expansive single-family residences, some sited on substantial lots, were of frame and brick construction.<sup>48</sup> McGee's Summit, one of the earliest subdivisions in this area, was platted in 1871 by Mobillion W. McGee, a pro-slavery sympathizer and resident of Westport, Missouri.<sup>49</sup> Fifteen years later, Hyde Park subdivision was platted on September 24, 1886. Brothers John J. and Thomas Hoyle Mastin, with Frank J. Baird (a real estate agent), were listed as proprietors.



Main Street from 31<sup>st</sup> to 34<sup>th</sup> streets illustrating subdivisions in the area, 1900 Source: Tuttle and Pike, *Atlas of Kansas City, U.S.A., and Vicinity*, 1900.

<sup>&</sup>lt;sup>46</sup> Architectural & Historical Research, LLC, "An Historical Overview: Thirty-first Street over Wyandotte Bridge, Kansas City, Jackson County, Missouri." Report prepared for George Butler Company, Lenexa, Kansas, May 2004. At the time, Springfield Avenue was the city limit of Kansas City.

<sup>&</sup>lt;sup>47</sup> Mary Jo Draper, *Kansas City's Historic Midtown Neighborhoods* (Charleston, South Carolina: Arcadia Publishing, 2015), 31.

<sup>&</sup>lt;sup>48</sup> For instance, W. J. Caesar and William Warner built houses on the east side of Main Street between Linwood Boulevard and Main.

<sup>&</sup>lt;sup>49</sup> Jason Roe, The Annexation that Wasn't. Kansas City Public Library website. There were several attempts to annex Kansas City, Missouri, into Kansas. One of these failed attempts came in 1855 when Mobillion W. McGee "believed that if the Kansas Territory annexed Kansas City and Westport, it would gain thousands of proslavery sympathizers who could vote to make Kansas a slave state when it entered the Union."

The Mastin brothers arrived in Kansas City in 1886 and formed a financial company that later collapsed. Thomas recovered from the loss and soon built a large mansion, designed by the famed architect, Stanford White, at 35<sup>th</sup> and Main Street (taking up an entire block), later demolished in 1927. Talbott Place, was platted in August 1887 by Leander J. Talbott, et. al. Talbott, a respected Kansas Citian, was a wealthy realtor who served as Mayor of Kansas City in 1884.<sup>50</sup>

From 35<sup>th</sup> Street south to 39<sup>th</sup> Street, the area was sparsely developed with single-family brick and frame residences on smaller lots. The entire area was included in the Hyde Park Subdivision (and Annex), with most lots of 50' frontages. By 1907 there was a slight increase in housing density. Single-family residences constructed of either frame or masonry (brick and stone) often lined blocks of Main Street adjacent to the streetcar route.

As in the previous stretches of Main Street to the north, development of the area from 31<sup>st</sup> Street south to 39<sup>th</sup> Street started to take on a mostly commercial complexion by 1925 with a mixture of architectural styles and types. One-Part Commercial block buildings, brick and frame apartments, brick garages and storage facilities changed the pattern of development, while the blocks flanking Main Street to the east and west (outside the APE) remained largely residential in nature.

Many of the large residences constructed on Main in this area by 1925 were modified to apartments during the years that followed WWII. Yet the most dramatic change to the area along Main Street was the demolition of the Warner Plaza and Miller Plaza complexes. The Warner Plaza Complex, located on the east side of Main Street between Linwood Boulevard on the north and E. 32<sup>nd</sup> Terrace on the south, consisted of fourteen brick apartment buildings designed in the Spanish Eclectic style in 1926. Miller Plaza complex, also consisting of fourteen apartment buildings, were designed in a mixture of Tudor and Colonial Revival. Constructed in 1923-1924, these were located on the east side of Main directly north of Warner Plaza. These two distinctive apartment complexes, known as "Apartment City" developed by the McCanles-Miller Realty Company, were demolished in 2000 for the development of the Glover Plan for Costco and Home Depot.



Robert Gornall, drawing of the Warner Plaza Complex including two hotels, 1926

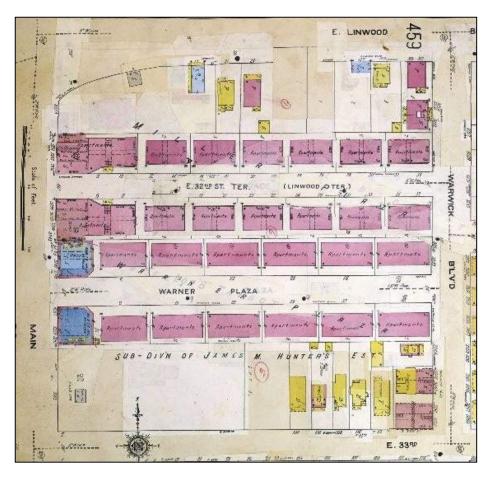
Source: The Kansas City Star, March 14, 1926.



Frank D. Brockway, drawing of Miller Plaza Complex, 1923.

Source: The Kansas City Star, August 12, 1923

<sup>&</sup>lt;sup>50</sup> Carrie Westlake Whitney, *Kansas City, Missouri: Its History and Its People, 1808-1908* (Chicago: S. J. Clarke Publishing Co, 1908), 690.



Sanborn Fire Insurance Map, Linwood Boulevard to E. 33<sup>rd</sup> Street Illustrating the McCanles-Miller apartment development

Source: Sanborn Map Company. Insurance Maps of Kansas City, Missouri, Volume 4. 1909-1951.

# **Statistical Summary**

Of the seventy-two (72) resources (all buildings) surveyed in the study area bounded by 31<sup>st</sup> and 39<sup>th</sup> streets, it was found that there is one district, that of the "South Side Historic District" is listed in the National Register (1983). "The 39<sup>th</sup> and Main Historic District" is listed in the Kansas City Register of Historic Places. Seventeen (17) buildings are either listed as contributing to a district or as single sites in the National Register. Four (4) buildings appear to be eligible. The date range for these resources is 1887-2017.





Main Street from 39th to 43<sup>rd</sup> streets; 1925 (left) and 2018 (right)

In 1831 Reverend Isaac McCoy came to the area as a Baptist Missionary to the Indians of the Kansas Territory. A large log house was built as the McCoy home where St. Luke's Hospital is now sited at 43<sup>rd</sup> and Washington streets. Two years later, in 1833, McCoy's son, John Calvin McCoy built an outfitting store and residence on a tract of land sited at what is now Westport Road and Pennsylvania Avenue. McCoy's establishment became an important stop on the Santa Fe and Oregon trails for trade among settlers, trappers and Indians. McCoy's choice for this location was most likely linked to the establishment of a post office near the site of Westport "under the name of Shawnee" in 1832.<sup>51</sup> In 1834, convinced that "his store was destined to become the center of an extensive trade" McCoy proposed a new town site. One year later, McCoy filed his town plat at the courthouse in Independence on February 13, 1835.<sup>52</sup> Westport was incorporated on February 12, 1857, and was later annexed into Kansas City in 1897.<sup>53</sup>

All three of the western trails – the California, the Oregon and the Santa Fe – passed through the town on present day Westport Road. Prior to the Civil War, Westport prospered as the eastern portal of the western trails. The population probably peaked in 1858 at about 2,000. After the Civil War, Kansas City, which was platted in 1839 by McCoy, became the dominant community and Westport declined. It was annexed to

Kansas City Streetcar Main Street Extension Project Section 106 Historic Resources Technical Report

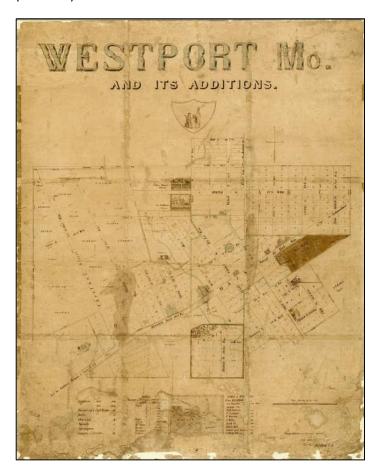
<sup>&</sup>lt;sup>51</sup> Roy Ellis, A Civic History of Kansas City, Missouri (Springfield: Ellis, 1930), 3.

<sup>&</sup>lt;sup>52</sup> John Campbell was credited with laying out a town site at Westport prior to the plat made by McCoy. However, because Campbell died in 1836, McCoy became the sole promoter of Westport. See: Ellis, 4.

<sup>&</sup>lt;sup>53</sup> Westport Historical Society, "Where the West Began: Westport Beginnings," Online accessed January 2, 2019, https://www.westporthistorical.com/westport-history

Kansas City in 1897, but a court challenge to the annexation was not settled by the Missouri Supreme Court until 1899.<sup>54</sup>

By 1855, Westport claimed "sixty-one commercial and craft houses, three hotels, two churches and three schools" in addition to residential housing to accommodate a population of 1,500.<sup>55</sup> Three structures that survived from the founding years of Westport include the Col. John Harris Residence (1854-55), a two-story central hall, brick Antebellum house (twice renovated) moved from it's original location at Main and Westport Road; The Rev. Nathan Scarritt Residence (1847; renovated in 1970), located at 4038 Central Street, a two-story "L"-shaped house with roots in the National Folk tradition (1978 NR); and the austere Albert G. Boone Store, 500 Westport Road (1848-1854 with later remodels), which today stands as a "focal point of the growth and development of this once thriving 19<sup>th</sup> century Missouri Pioneer town (NR 1972)."<sup>56</sup>



Map of Westport and Its Additions, 1855 Source: Spalding's Map of Westport, MVSC

<sup>&</sup>lt;sup>54</sup> Ibid. Long before Westport was annexed, it lost any gains in population and investments that would advance it to a thriving metropolis. Certainly the Battle of Westport had a dire effect on the town. With the construction of the first Hannibal Bridge in 1869, Kansas City became the focus of activity in the area. The "rise of the railroad in the post-Civil War era signaled the end of overland trails that sustained Westport's early commerce." See: "Westport Historic Resources Survey," 57.

<sup>&</sup>lt;sup>55</sup> George Ehrlich, Kansas City, Missouri: An Architectural History (Columbia: University of MO Press, 1992), 4, 6.

<sup>&</sup>lt;sup>56</sup> Bradley Wolf, ed., Kansas City: A Place in Time 2<sup>nd</sup> edition (Traverse City, MI: Chandler Lake Books, 2017), 262.

After Westport was annexed into Kansas City in 1897, which extended the city limits south to 49<sup>th</sup> Street and east to Prospect Avenue, development in the area was mainly residential in nature. Grand Avenue Highlands, Dickinson Place, Hunter's Heights, and Kearney Heights subdivisions (platted between 1886 and 1900), which straddle Main Street between 39<sup>th</sup> and 43<sup>rd</sup> streets, were dotted with mostly modest frame and brick houses. By 1907, brick buildings lined the John Harris Estate Subdivision to Westport, platted in 1875.<sup>57</sup>

As with the previous areas outlined above for this study, the post WWI years proved to be seminal for development in the area south of 39<sup>th</sup> Street and north of 43<sup>rd</sup> Street. Construction of educational, commercial, and multi-family residential as well as several religious properties peaked in the area, following the overall trend in Kansas City during that period. By 1925, between 41<sup>st</sup> and 40<sup>th</sup> streets, a surge in apartment construction was apparent. For example, Weaver Place Apartments, sited in a U-shaped court setting at 4017-4035 Main Street (no longer extant), was indicative of a citywide trend in apartment design.

Commercial development, especially along Main Street between 39<sup>th</sup> and 43<sup>rd</sup> Street, drastically increased by 1950 especially at the north end, where the overall density of the streetscape from this period remains essentially unchanged today. "New development at this time primarily focused on office and commercial buildings lining the main automobile routes." Due to a decrease in population, where residents were moving south to the Country Club District neighborhoods, there was a decrease in new residential housing construction. Additionally, the extant building reserve, including school buildings, suffered from lack of maintenance and general deterioration. Beginning in the 1940s, several industrial facilities either were relocated or established in the area, while in the later decades, commercial and office buildings constituted new development, replacing older building stock. From the 1970s to the present, there have been efforts, some successful, to maintain the existing streetscapes. However, despite attempts to sensitively revitalize the neighborhood, forty-five buildings have been demolished between 1970 and 1975.<sup>59</sup>

## **Statistical Summary**

Of the thirty-three (33) resources, including thirty-two (32) buildings and one (1) site) surveyed in the study area bounded by 39<sup>st</sup> and 43<sup>rd</sup> streets, it was found that there is one district, that of the "South Side Historic District" listed in the National Register (1983); this district overlaps the previous study area boundary and includes eleven (11) contributing properties. There are no National Register individual listings in this portion of the study area. Two (2) buildings appear to be eligible. The date range for these resources is 1897-2013.

<sup>&</sup>lt;sup>57</sup> Jackson County Recorder of Deeds. Plat for the John Harris Estate Subdivision to Westport, 1875.

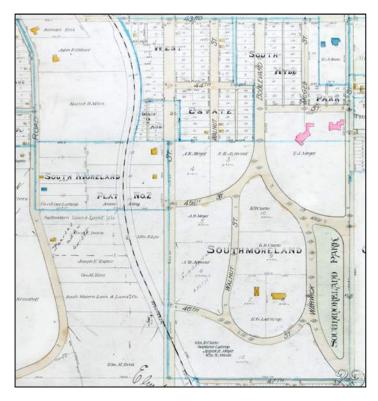
<sup>&</sup>lt;sup>58</sup> "Westport Historic Resources Survey, 2017, 72.

<sup>&</sup>lt;sup>59</sup> Ibid. 76-77. The "South Side Historic District", roughly bounded by 38<sup>th</sup>, 40<sup>th</sup>, Walnut and Baltimore, is listed in the National Register (1983).





Main Street from 43<sup>rd</sup> to 47<sup>th</sup> streets; 1925 (left) and 2018 (right)



Main Street between 43<sup>rd</sup> and 47<sup>th</sup> streets illustrating subdivisions and development, 1900. Source: Tuttle and Pike, *Atlas of Kansas City, U.S.A., and Vicinity*, 1900.

In 1897, the city limits of Kansas City, Missouri, extended south to 49<sup>th</sup> Street, yet the area south of 43<sup>rd</sup> Street remained all but undeveloped. The newspaper magnate William Rockhill Nelson and August Robert Meyer, the City's first park's board president, had built their respective estates on vast acreage in the town of Westport (1887 and 1895, respectively) before it was annexed into Kansas City.

Subdivisions including West Estate, Southmoreland, New Southmoreland, South Moreland Plat No. 2 and Bismark Place constituted early platting in the area and by 1907, many of these subdivisions were further divided. West Estate (platted in 1890) and portions of Southmoreland<sup>60</sup> represent two subdivisions directly east and west of Main Street where single and multi-family residential construction occurred. The more modestly planned residences were placed to the north; the larger apartments were sited at the southern end, all facing Main Street adjacent to the streetcar line. By this time, the historic Dodson Line (see history above) operated by the Kansas City Memphis and Mobile Railroad Company had incorporated its freight line with passenger service, making the immediate neighborhood accessible to the overall mass transit system.

Another significant factor that influenced the development of this portion of the study area was the planning for the Country Club Plaza, Kansas City's premier shopping district, which catered to the automobile. "By the early 1920s, Main Street had become a major thoroughfare to 47th Street," 1 the gateway entering J. C. Nichols' Plaza. Population also increased and by 1930, it had reached approximately 400,000. As the city moved further south and the need for residential development became critical, the area evidenced a significant rise in accommodating this surge in growth by constructing apartments. "As the increase in the city's population accelerated, apartment houses must have seemed more attractive housing options to both the developer and resident."62 In the immediate area around 47<sup>th</sup> and Main streets and between Broadway and Main, 277 new apartment units were constructed, giving the area a reputation for apartment dwelling. Working class families, many of whom relied on mass transit (street car), were attracted to the new apartments afforded by the concentration of development in and around the Country Club Plaza. 63 Mill Creek Park, another attraction to the area that provided immediate access to a wooded oasis within an urban setting, was acquired in 1908, yet not developed until 1960. It was further improved in 1986 with plans by the landscape Kansas City landscape architecture firm of Oschner, Hare & Hare.

As the neighborhood in and around the Country Club Plaza changed over the years, catering to a new clientele and changing economy, many of the smaller scale and affordable apartment units have been eliminated and replaced by high-rise office towers and hotels, thereby changing the streetscape of Main Street.

<sup>&</sup>lt;sup>60</sup> The Southmoreland section of the Rockhill District "was intended as a site for impressively large homes. Nelson laid it out so that Warwick Boulevard, an extension of Grand Avenue, ended in Southmoreland, winding around the several large estates he planned to sell." See: William S. Worley, J. C. Nichols and the Shaping of Kansas City (Columbia: University of Missouri Press, 1993), 59.

<sup>&</sup>lt;sup>61</sup> Cydney Millstein, "The O.H. Dean Building," National Register of Historic Places Nomination, July 2009, Section 8, Page 4.

<sup>&</sup>lt;sup>63</sup> Sally F. Schwenck, "Working-Class and Middle-Income Apartment Buildings in Kansas City, Missouri," MPDF, National Register of Historic Places. September 2007, Section E, Page 23. Schwenk also quotes a KC Star article that stated: "new apartment buildings erected in the past three years (1924-1927), in the immediate vicinity of 47th Street and Mill Creek Parkway, housed approximately 1,000 families."

# **Statistical Summary**

Of the eighteen (18) resources, including fifteen (15) buildings, two (2) objects and one (1) site, surveyed in the study area bounded by 43<sup>rd</sup> and 47<sup>th</sup> streets, it was found that there are no National Register listed districts or individually listed resources. Four (4) buildings appear to be eligible. The date range for the resources surveyed in this portion of the study area is 1905-1986.



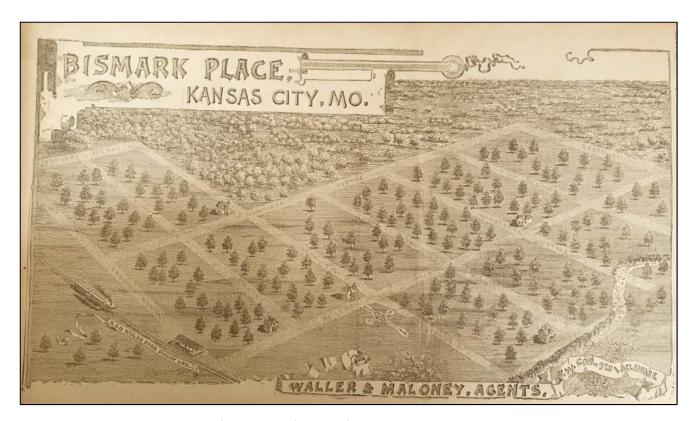


Main Street from 47<sup>th</sup> to 51<sup>st</sup> streets; 1925 (left) and 2018 (right)

Beginning in 1905, with financial backing from friends who were well-known local businessmen, J. C. Nichols began acquiring his real estate empire for the Country Club District by purchasing existing plats of land located beyond the city limits of Kansas City. Called Bismark Place, the site was cheap at \$800 an acre and was located a mile from any streetcar line, and was "surrounded by a hog-feeding lot, brick kiln and a tawdry amusement park." According to Nichols, "... there were no streets (except those we built ourselves), no city water, no gas, no telephones, electricity or transportation. Even the stores would not deliver goods to our area." Bismark Place, platted in 1887 by Francis Gallagher, encompassed 10 full blocks and 2 partial blocks in an area bounded by Brush Creek on the north, Broadway on the west, Gunnison and Garland avenues on the south and Main and Grand on the east (see map below).

<sup>&</sup>lt;sup>64</sup> Richard Longstreth, "J. C Nichols the Country Club Plaza and Notions of Modernity." *The Harvard Review 5* (1986), 123.

<sup>&</sup>lt;sup>65</sup> Jessie Clyde Nichols, "Memoir." Planning for Permanence: The Speeches of J. C. Nichols, 1950, 14. State Historical Society of Missouri-Kansas City.



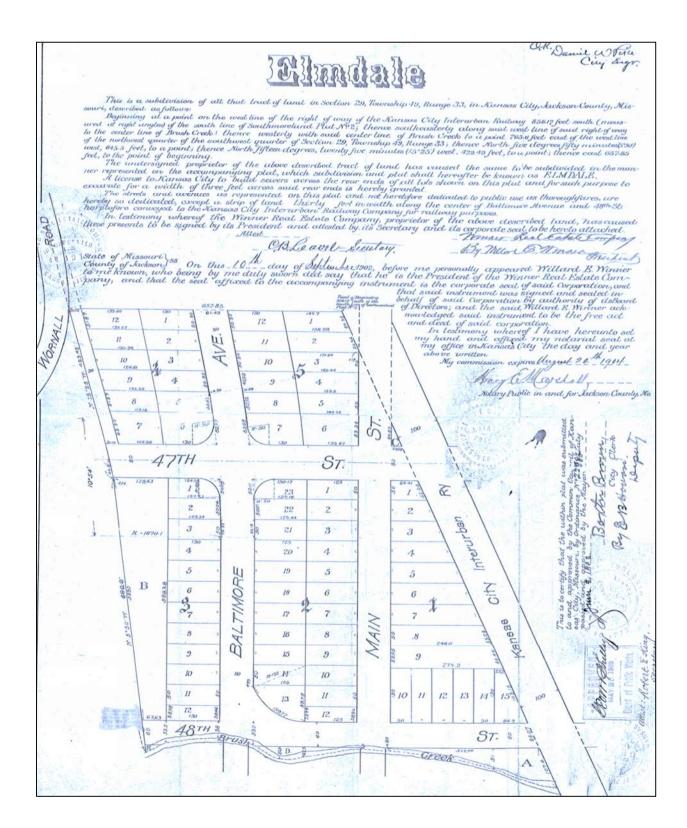
Bird's Eye View of a Map of Bismark Place, 1887 Source: *The Kansas City Times*, June 17, 1887

Five years after Nichols began the development of Bismark Place, the Kansas City Board of Park Commissioners acquired Brookside Boulevard in 1913; Nichols and Herbert Hall deeded a portion of the roadway, which later connected to the entire Kansas City parks and boulevard system. When Brookside Boulevard was completed in 1920, it was a two-lane roadway, which ran parallel to Brush Creek and the Dodson Streetcar line on the east. By 1926, Brookside had been widened to four lanes and improved with landscaping.

As initially designed, Main Street extended as a two-lane roadway from 47<sup>th</sup> Street over Brush Creek south to 51<sup>st</sup> Street. Before Mill Creek Park was acquired in 1908, William M. Reid's large tract of land straddled Main Street, just south of 47<sup>th</sup> Street. Reid was involved in the incorporation of the Central Electric Railway Company in Kansas City, which may have used the railroad line that carried the Dodson Streetcar as well as the interurban.<sup>66</sup> After Reid's land was platted as the Elmdale Subdivison in 1903, Main Street at this location was maintained and cut through the new subdivision. Even after Mill Creek was acquired for parkland in 1908 (see above), Main Street continued its north/south course.

Kansas City Streetcar Main Street Extension Project Section 106 Historic Resources Technical Report

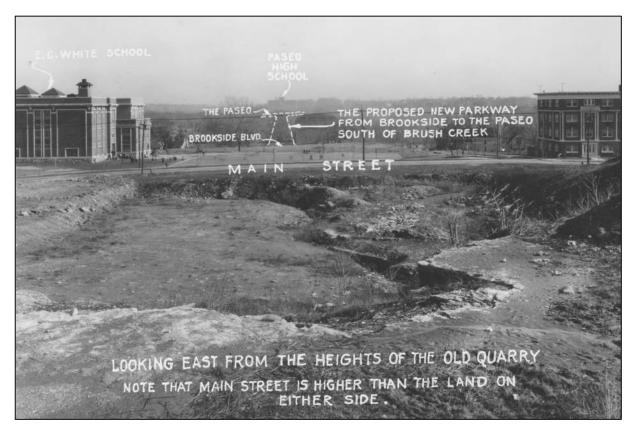
<sup>&</sup>lt;sup>66</sup> An interurban line was indicated on the Elmdale Plat, as well as the 1900 atlas of Kansas City.



Plat of Elmdale, 1903
Source: Jackson County Recorder of Deeds

By 1925, one to three story single and multi-family residences were constructed mainly in the Bismark Subdivision, south of 49<sup>th</sup> Street. Markedly different in design and scale from Nichols development to the west, these buildings were later replaced by commercial structures planned by "others on land Nichols had intended to be residential."

Brookside Boulevard crosses Brush Creek at 47<sup>th</sup> Street. Originally a craggy stream, Brush Creek was paved in 1935, changing its course and drainage. "Concrete eight to 10" thick and 70' wide across the bottom of Brush Creek," was laid by City Boss Thomas Pendergast's Ready-Mix Concrete Company. Costing the city \$1.5 million, the project had a lasting, negative impact on wild life and groundwater.



View of Brush Creek at Main Street, 1926, looking east.

Source: MVSC, Kansas City Public Library

Changes in this area along Main Street have been drastic over the years. In 1992, plans for the vacating of Main Street between Brush Creek Boulevard or 47<sup>th</sup> Street and Brookside Boulevard terminated the road, adding a swath of land to Mill Creek Park for the construction of multiple tennis courts. The E. C. White School (as seen in the upper left corner of the above photograph) sited at Brookside Boulevard and Main Street (1912; moved to its present site in 1913), was later demolished. In 2005, the Plaza Branch of the Kansas City Public Library was constructed at this site. Quite possibly the most compelling loss in the area is that of the demolition of eight, three-story brick Colonnaded apartments (and single-family residences) located east of Brush Creek and south of 49<sup>th</sup> Street, now the location of the Fountain View Apartments.

\_

<sup>&</sup>lt;sup>67</sup> Worley, 260.



View of Main Street, Brookside Boulevard and the County Club (Dodson) line, looking southwest, 1926.

Source: MVSC, Kansas City Public Library

# **Statistical Summary**

Of the twenty-two (22) resources, including eighteen (18) buildings, three (3) structures and one (1) object, surveyed in the study area bounded by 47<sup>th</sup> and 51<sup>st</sup> streets, it was found that there no districts or single sites listed in the National Register. One (1) structure was determined to be eligible. The date range for these resources is 1915-2016.

#### INVENTORY OF RESOURCES WITHIN THE APE

**Overview.** One hundred and sixty-nine (169) resources (buildings, structures, objects and sites) were identified within the APE and evaluated for NRHP status. This total includes properties located in the "South Side Historic District" NR, roughly bounded by 39<sup>th</sup> and Main streets along the proposed Streetcar alignment that front Main Street (and a single property along Westport Road, as well). These properties within the APE are included in the overall count for this survey.

# Summary of Resources either listed in the National Register of Historic Places or Currently Determined Eligible within the Area of Potential Effect

NRHP Listed/Eligibility	Number of NHRP Resources in APE
NRHP Listed (as contributing to a district or individually listed)	29
Currently determined eligible	16
Total	45

The extensive table below provides a brief summary overview of each resource inventoried, including its location and address, its historic (or current) name, construction date (if known) and brief description, name of previous survey and year (if applicable), modifications since the previous survey, the NRHP status, the criteria that make it eligible, and the effect of the Streetcar Alternative. All properties that were newly surveyed (no previous survey) or resurveyed (some required a new form) for this report are shown with a green highlighted row in the following table. The inventory of resources reflects the formatting of this report, which divides the historic context into five distinct sections by street from north to south.

# **INVENTORY OF RESOURCES WITHIN THE APE**

		West Pershing	Road to Thirty-First	Street			
Address or Intersection	Historic or [Current] Name (if known)	Construction Date (if known); and Brief Description	Previous Survey (Year)	Modifications Since Most Recent Survey	NRHP Status: Listed (with nomination), Eligible or Not Eligible	NRHP Criteria	Streetcar Alternative Effects
1 E. Pershing Rd.	Crown Center	1970-78; Commercial/ Residential/Entertainment Complex	Midtown Survey (1981-85)	No major modifications	Eligible	Community Planning and Development	No Adverse Effect
2 Memorial Dr.	National WWI Museum and Memorial	1921-26; Beaux Arts/Egyptian Revival Memorial and Museum	N/A	N/A	Individually Listed: "Liberty Memorial" (2000) National Historic Landmark (2006)	Recreation and Culture	No Adverse Effect
2525 Main St.	Santa Fe Place Condominiums	1975-76; 7-Story Concrete Residential Condominiums	Midtown Survey (1981-85)	No major modifications	Not Eligible	N/A	No Adverse Effect
2600 Grand Blvd.	2600 Grand Office Tower	1991; 12-Story Commercial Building	None	N/A	Not Eligible	N/A	No Adverse Effect
2620 Grand Blvd.	Triple Crown	1991; Stainless Steel Sculpture	None	N/A	Not Eligible	N/A	No Adverse Effect
1 Memorial Dr.	Federal Reserve Bank of Kansas City	2008; 14-Story Limestone Government Building	None	N/A	Not Eligible	N/A	No Adverse Effect
2819-21 Main St.	Auto Parts and Color Company [Kate's Canine Resort]	1950; 1-Story Brick Commercial Building	Midtown Survey (1981-85)	Minor modifications to windows and entry	Not Eligible	N/A	No Adverse Effect
2837-2841 Main St.	Dictaphone Corporation [ABM]	1964; 1-Story Brick Commercial Building	Midtown Survey (1981-85)	No major modifications	Not Eligible	N/A	No Adverse Effect
2835 Warwick Trfwy.	Samuel and Martha Henderson Apartments	c. 1889-99; 2-Story Brick Rowhouse Apartments	Midtown Survey (1981-85)	Total renovation of west unit; minor modifications to east unit	Eligible	Architecture	No Adverse Effect
2910 Walnut St.	2900 Walnut Townhomes	2002; 3-Story Brick Rowhouse Apartments/Condominiums	None	N/A	Not Eligible	N/A	No Adverse Effect
2911 Main St.	Service Bureau Corporation [Union Hill Day School]	1962; 1-Story Glass and Concrete Commercial Building	Midtown Survey (1981-85)	Minor modifications; changes to windows	Not Eligible	N/A	No Adverse Effect
2940 Main St.	Paul McCollem, Inc. [Insight Design]	1961-62; 2-Story Glass and Brick Commercial Building	Midtown Survey (1981-85)	Removal of grill system on main façade; other fenestration modifications	Not Eligible	N/A	No Adverse Effect

2975 Main St.	Residence Inn [Union Hill on Main]	1988; 2 to 3-Story Residential Town Homes	Southtown Corridor Light Rail Starter Project (1997)	Units converted into townhomes/apartment s, other minor renovations	Not Eligible	N/A	No Adverse Effect
3011 Baltimore Ave.	Rehabilitation Institute of Kansas City	1968-69; 1 to 2-Story Brick and Glass Medical Building	Midtown Survey (1981-85)	Relocation of entry on the south façade; other minor modifications	Not Eligible	N/A	No Adverse Effect
3009 Main St.	Fairfield Inn	2001; 4-Story Brick and Stone Hotel	None	N/A	Not Eligible	N/A	No Adverse Effect
3013 Main St	[Buttonwood Art Space]	1889; 3-Story Plaster Covered Brick Commercial Building	Midtown Survey (1981-85)	Addition of a third-story gable, window and storefront replacement, plaster coat added to brick	Not Eligible	N/A	No Adverse Effect
3015 Main St.	Freeman & Marshall, Undertakers [Buttonwood Art Space]	1904; 1-Story Brick Commercial Building	Midtown Survey (1981-85)	Removal of storefront entrances, plaster coat added to brick	Not Eligible	N/A	No Adverse Effect
3017 Main St.	[Steve Maturo Associates; Main Street Massage and Spa]	1906; Brick Two-Part Commercial Block	Midtown Survey (1981-85)	Major modifications; removal of siding and replacement of storefront system at the first floor, new side entry	Not Eligible	N/A	No Adverse Effect
3021 Main St.	Wardrobe Cleaners & Dyers [Museo]	1906; Stone Two-Part Commercial Block	Midtown Survey (1981-85)	Storefront and window replacement, main entry modification	Eligible	Architecture	No Adverse Effect
3023 Main St.	Wardrobe Cleaners & Dyers [Ambrosi Bros. Cutlery Co.]	1908; Brick Two-Part Commercial Block	Midtown Survey (1981-85)	Minor modification to storefront and awning	Not Eligible	N/A	No Adverse Effect
3025 Main St.	Rose Royce Florist [Union Hill Animal Hospital]	1961; Brick One-Part Commercial Block	Midtown Survey (1981-85)	Entry moved from main to west façade; replacement of storefront	Not Eligible	N/A	No Adverse Effect
3035-37 Main St.	John Ward Hardware; Southgate Hotel [Lutfi's Fried Fish]	1905; Stone Two-Part Commercial Block	Midtown Survey (1981-85)	Complete renovation.  Replacement of fenestration and storefronts.	Eligible	Architecture	No Adverse Effect
3039 Main St.	[Union Hill Commons]	c. 1985; 3-Story Brick Commercial Building	None	N/A	Not Eligible	N/A	No Adverse Effect
3041-45 Main St.	Standard Plumbing & Heating Company [Metro One Insurance Agency]	1888; 3-Story Late Victorian Commercial Building	Midtown Survey (1981-85)	Renovation of storefront systems and entry on the first floor level; other modifications	Eligible	Architecture	No Adverse Effect

		Thirty-First	to Thirty-Ninth Stre	ets			
Address or Intersection	Historic or [Current] Name (if known)	Construction Date (if known); and Brief Description	Previous Survey (Year)	Modifications Since Most Recent Survey	NRHP Status: Listed (with nomination), Eligible or Not Eligible	NRHP Criteria	Streetcar Alternative Effects
3100 Main St.	Boatmen's Bank [Bank of America]	1983-84; 3-Story Brick and Glass Commercial Building	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3101 Main St.	Children's Center for the Visually Impaired	1998; 1 to 2-Story Brick and Stucco Education Building	None	N/A	Not Eligible	N/A	No Adverse Effect
3118 -22 Main St.	Wendy's	2018; 1-Story Commercial Restaurant Building	None	N/A	Not Eligible	N/A	No Adverse Effect
3126 Main St.	[Conklin Fangman Body Shop]	1910; 1-Story Concrete Block and Metal Siding Commercial Building	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3129 Main St.	[Contract Furnishings]	1958; 2-Story Brick Commercial Building	Westport: Broadway- Gillham (1994-96)	Enlargement of first story window openings, changes to main entry	Not Eligible	N/A	No Adverse Effect
3139 Main St.	Russell Florist [The Russell]	1960-61; Brick Two-Part Commercial Block	Westport: Broadway- Gillham (1994-96)	Second story window unit replacement, other minor modifications	Not Eligible	N/A	No Adverse Effect
3200 Main St.	Major Cadillac Pontiac GMC [Conklin Fangman Buick GMC]	1925; 1-Story Glass and Concrete Commercial Building	Westport: Broadway- Gillham (1994-96)	Minor modifications; addition to entry	Not Eligible	N/A	No Adverse Effect
3205 Main St.	Sizzler Steak House [Gates Bar-B-Q]	1970; 1-Story Brick Restaurant Building	Westport: Broadway- Gillham (1994-96)	Major modifications; addition to east façade, other modifications	Not Eligible	N/A	No Adverse Effect
3214 Main St.	[Subway]	1977; One-Story Brick Restaurant Building	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3215 Main St.	[Multiple Occupants]	2000; 2-Story Brick and Glass Commercial/Medical Building	None	N/A	Not Eligible	N/A	No Adverse Effect
3240 Main St.	[Richard Kappa Building]	1914; 2-Story Brick and Terra Cotta Enframed Window Wall Commercial Building	Westport: Broadway- Gillham (1994-96)	Main façade covered with protective siding over most openings	Eligible	Architecture	No Adverse Effect
3244 Main St.	ABC Storage	1908-09; Brick Three-Part Vertical Block	Westport: Broadway- Gillham (1994-96)	No major modifications	Eligible	Architecture	No Adverse Effect
3255 Main St.	McDonald's	1984; 1-Story Brick Restaurant Building	None	N/A	Not Eligible	N/A	No Adverse Effect
3300 Main St.	Car Wash 103	c. 2005; 1-Story Commercial Car Wash	None	N/A	Not Eligible	N/A	No Adverse Effect

		T	1			1	ı
3324 Main St.	[Mainstreet Laundry]	1940; Brick One-Part Commercial Block	Westport: Broadway- Gillham (1994-96)	Minor modifications to storefront windows and awning	Not Eligible	N/A	No Adverse Effect
3355 Main St.	Steve Block Strip Mall [Main33 LLC]	2004; 1-Story Brick Commercial Strip	None	N/A	Not Eligible	N/A	No Adverse Effect
3400-02 Main St.	Jimmy & Mary's Steakhouse [Davey's Uptown]	1910; Brick Two-Part Commercial Block	Westport: Broadway- Gillham (1994-96)	Major modifications; removal of tile pent roof, changes to windows and entry	Not Eligible	N/A	No Adverse Effect
3401 Main St.	The Row House Building	1887-1888; 3-Story Queen Anne Rowhouse Apartments	Westport: Broadway- Gillham (1994-96)	No major modifications	Individually Listed:  "Row House Building" (1978) and boudary increase (1985)	Architecture	No Adverse Effect
3403-3405 Main St.	[EM2 Investments LLC Building]	1933; Brick One-Part Commercial Block	Westport: Broadway- Gillham (1994-96)	Major modifications to storefront systems	Not Eligible	N/A	No Adverse Effect
3404-08 Main St.	[CFH Properties LLC Building]	1913; Brick One-Part Commercial Block	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3407 Main St.	[Christopher M. Younger Building]	1888; Brick Two-Part Commercial Block	Westport: Broadway- Gillham (1994-96)	Modifications to storefront and second story windows	Not Eligible	N/A	No Adverse Effect
3410 Main St.	[Swanky! Lifestyle Gallery]	1936; Brick Two-Part Commercial Block	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3412 Main St.	[Avis]	1953; 1-Story Brick and Stucco Commercial Building	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3415-29 Main St.	Piggly Wiggly [Multiple Occupants]	1922: 1-Story Brick Tudor Revival Commercial Strip	Westport: Broadway- Gillham (1994-96)	Minor modifications to storefronts, windows, and awnings	Eligible	Architecture Commerce	No Adverse Effect
3434 Main St.	Sonny Hill Used Cars [Mid American Title Loans]	1968; 1-Story Commercial	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3435 Main St.	3435 Main Street Apartments	2017; 5-Story Contemporary Modular Apartments	None	N/A	Not Eligible	N/A	No Adverse Effect
3438-40 Main St.	Sonny Hill Oldsmobile [Public Storage]	1948; 1 to 2-Story Brick and Glass Commercial Building	Westport: Broadway- Gillham (1994-96)	Major modifications; storefront and other windows and openings changed, some infilled	Not Eligible	N/A	No Adverse Effect
3441 Main St.	Burger King	1983; 1-Story Brick Restaurant Building	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
1 W. Armour	Linwood State Bank [US Bank]	1973; 3-Story Concrete and Glass Commercial Building	None	N/A	Not Eligible	N/A	No Adverse Effect
1- 3 E. Armour	Interstate Bakeries [Hostess Brands]	1998; 2-Story Brick Commercial Building	None	N/A	Not Eligible	N/A	No Adverse Effect

3517 Main St.	The Southland Hotel [Motel 6]	1916-17; 5-Story Brick Hotel Building	Westport: Broadway- Gillham (1994-96)	Apartments converted into hotel	Eligible	Architecture Commerce	No Adverse Effect
3527 Main St.	[Lost Sock Laundromat]	1973; 1-Story Brick Commercial Building	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3537 Main St.	[Enterprise]	1970; 1-Story Stucco Commercial Building	Westport: Broadway- Gillham (1994-96)	Total renovation; removal of obstructive siding and replacement of all windows and entry	Not Eligible	N/A	No Adverse Effect
3540-50 Main St.	Arby's [Pancho's]	1985; 1-Story Restaurant Building	Westport: Broadway- Gillham (1994-96)	Removal of solarium windows; modifications to north and south façades	Not Eligible	N/A	No Adverse Effect
6 W. 36th St.	Forthcoming					N/A	No Adverse Effect
3600 Main St.	[Cypher Sound Studios]	1948: Brick One-Part Commercial Block	Westport: Broadway- Gillham (1994-96)	Major modifications; removal/infill of storefront windows	Not Eligible	N/A	No Adverse Effect
3601 Main St.	[Multiple Occupants]	1959-60; 1-Story Brick Commercial Building	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3604-08 Main St.	[Metropolitan Ensemble Theatre]	1921; 1-Story Brick Commercial Building	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3611 Main St.	[Multiple Occupants]	1959; 1-Story "L" Shaped Brick and Glass Commercial Strip	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3612-14 Main St.	[Metropolitan Ensemble Theatre]	1927; 1-Story Brick Commercial Building	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3617 Main St.	Domino's [Title Max]	1965; 1-Story Stucco Restaurant Building	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3619 Main St.	CarX [Complete Auto Service]	1985; 1-Story Brick Commercial Garage	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3620 Main St.	110th Engineer Battalion Armory	1922-23; 3-Story Brick Armory	Westport: Broadway- Gillham (1994-96)	No major modifications	Eligible	Architecture Military	No Adverse Effect
3625-35 Main St.	O. H. Dean Building	1916; Brick and Terra Cotta Two- Part Commercial Block	Westport: Broadway- Gillham (1994-96)	Complete rehabilitation	Individually Listed: "O. H. Dean Building" (2009)	Architecture	No Adverse Effect
3626 Main St.	[Unknown]	1932; Brick One-Part Commercial Block	None	N/A	Not Eligible	N/A	No Adverse Effect
3634 Main St.	[Multiple Occupants]	c. 1979; 1-Story Commercial Building	None	N/A	Not Eligible	N/A	No Adverse Effect
2 W 37th St. 3636-38 Main St.	[Cash America Pawn]	1910; Brick and Stucco One-Part Commercial Block	Westport: Broadway- Gillham (1994-96)	Minor modifications to windows	Not Eligible	N/A	No Adverse Effect
3701 - 3703 Main St.	Superior Window Shade Co. [Midtown Tattoo, African Market]	1908; Stone and Brick One-Part Commercial Block	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect

3705 - 3707 Main St.	[Sidekicks Saloon]	1906: Brick 1 to 2-Story Commercial Building	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3710 Main St. w/ 3700-3708	Goodenow Textiles Company Building [The Whole Person]	1929; 3-Story Reinforced Concrete Commercial Building	Westport: Broadway- Gillham (1994-96)	Total renovation; removal of obstructive siding, window replacement, etc.	Individually Listed:  "Goodenow  Textiles Company  Building" (2003)	Architecture Industry	No Adverse Effect
3714-18 Main St.	[Fragrance World]	1923; Brick One-Part Commercial Block	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3715 Main St.	Pizza Place [Buddies]	1969; 1-Story Stucco Restaurant Building	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3721 Main St.	[Anwar K. Kahn Building]	1905; Altered 2-Story American Four Square Residence	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3731 Main St.	Franks-A-Lot Hotdogs [Missouri Title Loans]	1990; 1-Story Lap Siding Commercial Building	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3732-3734 Main St.	Tierney-Wheat Recreation [Kansas City Young Audiences]	1926; Stucco and Terra Cotta Two-Part Commercial Block	Westport: Broadway- Gillham (1994-96)	Minor modification to windows and openings	Not Eligible	N/A	No Adverse Effect
3737-3739 Main St.	Kuehne-Schmidt Apartments	1909; 2-and-a-half Story Shingle and Brick Apartments	Westport: Broadway- Gillham (1994-96)	Total renovation/rehabilitati on	Individually Listed:  "Kuehne-Schmidt  Apartments"  (2003)	Architecture	No Adverse Effect
3741-3743 Main St.	Kuehne-Schmidt Apartments	1909; 2-and-a-half Story Shingle and Brick Apartments	Westport: Broadway- Gillham (1994-96)	Total renovation/rehabilitati on	Individually Listed:  "Kuehne-Schmidt Apartments" (2003)	Architecture	No Adverse Effect
3742 Main St.	[Shell Station]	1976; 1-Story Brick Gas Station	Westport: Broadway- Gillham (1994-96)	No major modifications	Not Eligible	N/A	No Adverse Effect
3800 Main St.	The Madrid Theatre	1925-26; 2-Story Spanish Colonial Revival Theatre	39th and Main Historic District (1982) Westport: Broadway- Gillham (1994-96)	Modifications to entrances, openings, and windows	Listed as Contributing: 39th and Main Historic District (1982) "Southside Historic District" Building #2 (1983)	Architecture Commerce	No Adverse Effect
3803 Main St.	The Boston Apartments	1907; 3-Story Square Brick Column Porch Colonnade Apartment	39th and Main Historic District (1982) Westport: Broadway- Gillham (1994-96) Westport Historic Resources (2017)	No major modifications	Listed as Contributing: 39th and Main Historic District (1982) "Southside Historic District" Building #43 (1983)	Architecture Commerce	No Adverse Effect

3807 Main St.	Safeway Stores, Inc.	1932; Brick One-Part Commercial Block with Garage	39th and Main Historic District (1982) Westport: Broadway- Gillham (1994-96) Westport Historic Resources (2017)	No major modifications	Listed as Contributing: 39th and Main Historic District (1982) "Southside Historic District" Building #42 (1983)	Architecture Commerce	No Adverse Effect
3812-3814 Main St.	Union Pacific Tea Company [Beauty N More Beauty Supply]	1921; Brick One-Part Commercial Block	39th and Main Historic District (1982) Westport: Broadway- Gillham (1994-96) Westport Historic Resources (2017)	No major modifications	Listed as Non-Contributing: "Southside Historic District" Building #3 (1983) Listed as Contributing: 39th and Main Historic District (1982)	N/A	No Adverse Effect
3816 Main St.	Montrose Motor Company [Nail Bar and Lounge]	1908; Brick and Stucco One-Part Commercial Block	39th and Main Historic District (1982) Westport: Broadway- Gillham (1994-96) Westport Historic Resources (2017)	No major modifications	Listed as Non- Contributing: 39th and Main Historic District (1982) "Southside Historic District" Building #4 (1983)	N/A	No Adverse Effect
3822-24 Main St.	Mainwood Garage [Unicorn Theatre]	1925; 1-Story Brick and Stone Tudor Revival Commercial Building	39th and Main Historic District (1982) Westport: Broadway- Gillham (1994-96) Westport Historic Resources (2017)	No major modifications	Listed as Contributing: 39th and Main Historic District (1982) "Southside Historic District" Building #6 (1983)	Architecture Commerce	No Adverse Effect
3826-28 Main St.	George Mayer, Upholsterer [Unicorn Theatre]	1912; Brick One-Part Commercial Block	39th and Main Historic District (1982) Westport: Broadway- Gillham (1994-96) Westport Historic Resources (2017)	No major modifications	Listed as Contributing: 39th and Main Historic District (1982) "Southside Historic District" Building #7 (1983)	Architecture Commerce	No Adverse Effect

3829 Main St.	Monarch Transfer and Storage Company [Monarch Place]	1921; Brick Two-Part Vertical Block	39th and Main Historic District (1982) Westport: Broadway- Gillham (1994-96) Westport Historic Resources (2017)	Minor modifications to main entry	Listed as Contributing: 39th and Main Historic District (1982) "Southside Historic District" Building #39 (1983)	Architecture Commerce	No Adverse Effect
3830 Main St.	Wagner and Son Plumbing and Heating Company [Aura Nightclub]	1912; Brick and Stone Two-Part Commercial Block	39th and Main Historic District (1982) Westport: Broadway- Gillham (1994-96) Westport Historic Resources (2017)	No major modifications	Listed as Contributing: 39th and Main Historic District (1982) "Southside Historic District" Building #8 (1983)	Architecture Commerce	No Adverse Effect
3834 Main St.	Toedman Cab Company [Pizza Hub]	1950; 1-Story Brick Commercial Building	39th and Main Historic District (1982) Westport: Broadway- Gillham (1994-96) Westport Historic Resources (2017)	No major modifications	Listed as Non-Contributing: "Southside Historic District" Building #9 (1983) Listed as Contributing to: 39th and Main Historic District (1982)	N/A	No Adverse Effect
3835 Main St.	The Tacoma [Hawthorne Plaza Apartments]	1927; 11-Story Beaux Arts Brick and Terra Cotta Apartment Building	39th and Main Historic District (1982) Westport: Broadway- Gillham (1994-96) Westport Historic Resources (2017)	Renovation/replacem ents of first floor entries and windows	Listed as Contributing: 39th and Main Historic District (1982) "Southside Historic District" Building #38 (1983)	Architecture Commerce	No Adverse Effect
3838 Main St.	South Side Bank [BodyFit]	1921; Brick and Stone Two-Part Commercial Block	39th and Main Historic District (1982) Westport: Broadway- Gillham (1994-96) Westport Historic Resources (2017)	No major modifications	Listed as Contributing: 39th and Main Historic District (1982) "Southside Historic District" Building #10 (1983)	Architecture Commerce	No Adverse Effect

3841-3157 Main St.	Hyde Park Building [Multiple Occupants]	1916; Terra Cotta Two-Part Commercial Block	39th and Main Historic District (1982) Westport: Broadway-Gillham (1994-96)	Minor modifications; removal of awnings	Listed as Contributing: 39th and Main Historic District (1982) "Southside Historic District" Building #37 (1983)	Architecture Commerce	No Adverse Effect
3850 Main St.	Price Candy Company [Multiple Occupants]	1929; 2-Story Art Deco Stone and Terra Cotta Commercial Building	39th and Main Historic District (1982) Westport: Broadway- Gillham (1994-96) Westport Historic Resources (2017)	No major modifications	Listed as Contributing: 39th and Main Historic District (1982) "Southside Historic District" Building #11 (1983)	Architecture Commerce	No Adverse Effect

		Thirty-Ninth	to Forty-Third Stre	eets			
Address or Intersection	Historic or [Current] Name (if known)	Construction Date (if known); and Brief Description	Previous Survey (Year)	Modifications Since Most Recent Survey	NRHP Status: Listed (with nomination), Eligible or Not Eligible	NRHP Criteria	Streetcar Alternative Effects
3901 Main St.	[Multiple Occupants]	1985; 2-Story Brick Commercial Buildings	Westport Historic Resources (2017)	No major modifications	Non-Contributing to the "Southside Historic District" (1983)	N/A	No Adverse Effect
3902 Main St.	Eckerd [CVS]	1999; 1-Story Brick and Concrete Commercial Building	Westport Historic Resources (2017)	No major modifications	Non-Contributing to the "Southside Historic District" (1983)	N/A	No Adverse Effect
3921 Main St.	Baltimore Shirt Company [Lemon Thyme]	1930; Brick One-Part Commercial Block	39th and Main Historic District (1982) Westport: Main (1982) Westport Historic Resources (2017)	No major modifications	Listed as Contributing: 39th and Main Historic District (1982) Listed as Non- Contributing: "Southside Historic District" Building #34 (1983)	N/A	No Adverse Effect
3923 Main St.	Louis Meyer Building [Vacant]	1926; Brick and Terra Cotta Two- Part Commercial Block	39th and Main Historic District (1982) Westport: Main (1982) Westport Historic Resources (2017)	No major modifications	Listed as Contributing: 39th and Main Historic District (1982) "Southside Historic District" Building #33 (1983)	Architecture Commerce	No Adverse Effect
3927 Main St.	The Warwick Theater	1914; 2-Story Stone Theater Building	39th and Main Historic District (1982) Westport: Main (1982) Westport Historic Resources (2017)	No major modifications	Listed as Contributing: 39th and Main Historic District (1982) "Southside Historic District" Building #32 (1983)	Architecture Commerce	No Adverse Effect

3931 Main St.	O.S. Kashishian, Rug Dealer [Vet Center]	c. 1900; Brick Two-Part Commercial Block	39th and Main Historic District (1982) Westport: Main (1982) Westport Historic Resources (2017)	No major modifications	Listed as Contributing: 39th and Main Historic District (1982) "Southside Historic District" Building #31 (1983)	Architecture Commerce	No Adverse Effect
3933 Main St.	Evan Pugh Pharmacy [Vacant]	c. 1897; Two-Story Glass and Masonry Commercial Building (modified)	39th and Main Historic District (1982) Westport: Main (1982) Westport Historic Resources (2017)	Renovations in progress to main façade	Listed as Contributing: 39th and Main Historic District (1982) "Southside Historic District" Building #30 (1983)	Architecture Commerce	No Adverse Effect
3934 Main St.	James Morton Sons; Price's Jack O'Lantern, Inc. [First Calvary Baptist Church]	1905; Brick and Terra Cotta Art Deco One-Part Commercial Block	39th and Main Historic District (1982) Westport: Main (1982) Westport Historic Resources (2017)	No major modifications	Listed as Contributing: 39th and Main Historic District (1982) "Southside Historic District" Building #17 (1983)	Architecture Commerce	No Adverse Effect
3935 Main St.	Southwell Building [Multiple Occupants]	1929; 2-Story Stone and Terra Cotta Commercial Building	39th and Main Historic District (1982) Westport: Main (1982) Westport Historic Resources (2017)	No major modifications	Listed as Contributing: 39th and Main Historic District (1982) "Southside Historic District" Building #29 (1983)	Architecture Commerce	No Adverse Effect
2-10 Westport Rd.	[Multiple Occupants]	1915; 1-Story Brick and Stone Commercial Building	39th and Main Historic District (1982) Westport: Main (1982) Old Westport (1982)	No major modifications	Listed as Contributing: 39th and Main Historic District (1982) Listed as Non- Contributing: "Southside Historic District" Building #18 (1983)	N/A	No Adverse Effect

					Listed as		
3943 Main St.	Charles H. Kurtz, General Merchandise and Hardware	1904; Brick Two-Part Commercial Block	39th and Main Historic District (1982) Westport: Main (1982) Westport Historic Resources (2017)	No major modifications	Contributing: 39th and Main Historic District (1982) Listed as Non- Contributing: "Southside Historic District" Building #28 (1983)	N/A	No Adverse Effect
3947 Main St.	South Side Market [Speedy Cash]	1924; Brick and Stucco Spanish Colonial Revival One-Part Commercial Block	39th and Main Historic District (1982) Westport: Main (1982) Westport Historic Resources (2017)	No major modifications	Listed as Contributing: 39th and Main Historic District (1982) "Southside Historic District" Building #27 (1983)	Architecture Commerce	No Adverse Effect
3948 Main St.	Katz Drug Co. [Redeemer Fellowship]	1934; 1-Story Brick Art Moderne Commercial Building	39th and Main Historic District (1982) Westport: Main (1982) Westport Historic Resources (2017)	No major modifications	Listed as Contributing: 39 <sup>th</sup> and Main Historic District (1982) "Southside Historic District" Building #21 (1983)	Architecture Commerce	No Adverse Effect
3951 Main St.	90 Minute Dry Cleaners [Midwest Cyclery]	1978-79; 1-Story Stucco Commercial Building	39th and Main Historic District (1982) Westport: Main (1982) Westport Historic Resources (2017)	No major modifications	Listed as Contributing: 39th and Main Historic District (1982) Listed as Non- Contributing: "Southside Historic District" Building #26 (1983)	N/A	No Adverse Effect
3967 Main St.	Montrose Arcade [Vacant]	1923; 1-Story Brick and Glass Commercial Building	39th and Main Historic District (1982) Westport: Main (1982) Westport Historic Resources (2017)	No major modifications	Listed as Contributing: 39th and Main Historic District (1982) Listed as Non- Contributing: "Southside Historic District" Building #25 (1983)	N/A	No Adverse Effect

2 E. 40th St	Major Murray Davis Park	1926; 0.9 Acre Neighborhood Park	Landscape Architectural/Historic Survey of Parks and Boulevards (1994)	No major modifications	Listed as Contributing: "Southside Historic District" #23 (1983) "The Kansas City System of Parks	N/A	No Adverse Effect
					and Boulevards" MPDF (2014)		
2 W. 40th St.	Standard Oil Company	1930; 3-Story Limestone Commercial Building	39th and Main Historic District (1982)	No major modifications	Listed as Contributing: 39th and Main Historic District (1982) "Southside Historic District" #22 (1983)	Architecture Commerce	No Adverse Effect
4000 Main St.	Dods Cleaning & Dye Works	1922; 2-Story Brick Commercial Building	Westport: Main (1982) Westport Historic Resources (2017)	No major modifications	Not Eligible	N/A	No Adverse Effect
4008 Main St.	Cecelia Apartments	1911; 2-Story Brick Neoclassical Revival Apartment Building	Westport/Main (1982) Westport Historic Resources (2017)	No major modifications	Not Eligible	N/A	No Adverse Effect
4018 Main St.	Cimarron Lumber and Supply Company	1979; 2-Story Contemporary Commercial Building	Westport Historic Resources (2017)	No major modifications	Not Eligible	N/A	No Adverse Effect
4040 Main St.	KC Community Blood Center	c. 1970s; 2-Story Contemporary Commercial Building	Westport Historic Resources (2017)	No major modifications	Not Eligible	N/A	No Adverse Effect
4041 Main St.	St. Paul's Episcopal Church	1922; 3 1/2 Story Jacobethan Revival Stone Church	Westport Historic Resources (2017)	No major modifications	Eligible	Architecture	No Adverse Effect
4041 Main St.	St. Paul's Episcopal Day School	c. 1995; 1-2 Story Brick Contemporary Educational Building	Westport Historic Resources (2017)	No major modifications	Not Eligible	N/A	No Adverse Effect
4041 Main St.	St. Paul's Day School	c. 2007; 3-Story Brick Contemporary Educational Building	Westport Historic Resources (2017)	No major modifications	Not Eligible	N/A	No Adverse Effect
4100 Main St.	Electronics Supply	c.1987; 2-Story Brick Commercial Building	Westport Historic Resources (2017)	No major modifications	Not Eligible	N/A	No Adverse Effect
4101 Main St.	[Starbucks] Hardee's	1980; 1-Story Brick Restaurant Building	Westport: Main (1982) Westport Historic Resources (2017)	No major modifications	Not Eligible	N/A	No Adverse Effect

4104-4110 Main St.	[Trapp and Company]	1957; 1-Story Brick Commercial Building	None	N/A	Not Eligible	N/A	No Adverse Effect
4120 Main St.	Frank Ball Pontiac [Blick Art Materials, Novus Escape Room]	1952, 1-Story Brick Commercial Building	Westport: Main (1982) Westport Historic Resources (2017)	No major modifications	Not Eligible	N/A	No Adverse Effect
4200 Main St.	[Car Star]	1947; 1-Story Brick Commercial Building	Westport Historic Resources (2017)	No major modifications	Not Eligible	N/A	No Adverse Effect
4201 Main St.	Office Depot	c. 1995; 1-Story Brick Commercial Building	Westport Historic Resources (2017)	No major modifications	Not Eligible	N/A	No Adverse Effect
4231 Main St.	[H+R Block, The Roasterie Café]	c. 1977; 1-Story Commercial Building	Westport Historic Resources (2017)	Major modifications; addition to building and window replacement	Not Eligible	N/A	No Adverse Effect
4242 Main St.	Capitol Federal	2013; 1-Story Face Stone Commercial Building	Westport Historic Resources (2017)	No major modifications	Not Eligible	N/A	No Adverse Effect
4301 Main St.	Karnopp Building	c. 1918; 2-Story Brick and Terra Cotta Spanish Colonial Revival Commercial Building	Westport Historic Resources (2017)	Currently undergoing renovations due to fire	Eligible	Architecture	No Adverse Effect

	Forty-Third to Forty-Seventh Streets						
Address or Intersection	Historic or [Current] Name (if known)	Construction Date (if known); and Brief Description	Previous Survey (Year)	Modifications Since Most Recent Survey	NRHP Status: Listed (with nomination), Eligible or Not Eligible	NRHP Criteria	Streetcar Alternative Effects
4309 Main St.	Seville Hotel [Best Western]	1986; 3-Story Stucco Hotel	None	N/A	Not Eligible	N/A	No Adverse Effect
4318 Main St.	[Luyben Music]	1905; 1-and-a-half Story Residence Converted to Commercial	North Plaza (1987)	No major modifications	Not Eligible	N/A	No Adverse Effect
4322 Main St.	Black & Decker	c.1959; 2-Story Brick and Glass Commercial Building	North Plaza (1987)	No major modifications	Not Eligible	N/A	No Adverse Effect
4327 Main St.	Quik Trip	1-Story Brick and Glass Gas Station	None	N/A	Not Eligible	N/A	No Adverse Effect
4400 Main St.	H& R Block [American Century Investments]	1962; 1 to 3-Story Pre-Cast Concrete Commercial Building	North Plaza (1987)	Major modifications; 2-story addition to northern unit, other modifications	Not Eligible	N/A	No Adverse Effect
4435 Main St.	One Main Plaza	1986; 12-Story Pre-Cast Concrete and Glass Commercial Building	None	N/A	Not Eligible	N/A	No Adverse Effect
4445 Main St.	Marriot Country Club Plaza [Holiday Inn Crowne Plaza]	1986; 18-Story Pre-Cast Concrete and Glass Hotel	None	N/A	Not Eligible	N/A	No Adverse Effect
4500 Main St.	Twentieth Century Towers	1985-87; 2 Twin 25-Story Pre- Cast Stone and Glass Commercial Buildings	North Plaza (1987)	Major modifications; addition of second tower and addition that joins the two towers at their base, other modifications/addition	Not Eligible	N/A	No Adverse Effect
4501 Main St.	Plaza Inn [Holiday Inn Country Club Plaza]	1967; 2 to 6-Story Hotel	None	N/A	Not Eligible	N/A	No Adverse Effect
4502 Main St.	Visions of Children	Bronze Statues	None	N/A	Not Eligible	N/A	No Adverse Effect
4535 Main St.	Homestead Village Motel [Extended Stay American]	1998; 4-Story Hotel	None	N/A	Not Eligible	N/A	No Adverse Effect
4536-58 Main St.	Whitton Manor	1931; 2-Story Brick Commercial Strip	North Plaza (1987)	Removal of Tudor elements, change in window openings and replacement with fixed units	Eligible	Architecture	No Adverse Effect

4545 Main St.	Seville Plaza	1924; 3-Story Brick and Limestone Apartment Buildings	Southtown Corridor Light Rail Starter Project (1997)	No major modifications	Eligible	Architecture	No Adverse Effect
4555 Main St.	Ponce de Leon [Ponce de Leon Condominiums]	1924; 7-and-a-half Story Spanish Colonial Revival Apartment Building	Westport: Gillham- Main (1980)	Minor modifications to windows	Eligible	Architecture	No Adverse Effect
43 <sup>rd</sup> to 47 <sup>th</sup> streets	Mill Creek Park	1908; 11.31 Acre Neighborhood Park	Landscape Architectural/Historic Survey of Parks and Boulevards (1994)	Complete renovation	Not Eligible	N/A	No Adverse Effect
Main St./Emanuel Cleaver II Blvd.	J. C. Nichols Memorial Fountain	Bronze Statues and Fountain	None	N/A	Not Eligible	N/A	No Adverse Effect
4601 Main St.	Community Christian Church	1940; 2-and-a-half Story International Style Church	Westport: Gillham- Main (1980) Historic Churches (1993)	No major modifications	Eligible	Architecture	No Adverse Effect
2 Emanuel Cleaver II Blvd.	Gilbert Robinson Plaza [Stonecrest at the Plaza]	1983; 5-Story Brick Commercial Building	None	N/A	Not Eligible	N/A	No Adverse Effect

	Forty-Seventh to Fifty-First Streets						
Address or Intersection	Historic or [Current] Name (if known)	Construction Date (if known); and Brief Description	Previous Survey (Year)	Modifications Since Most Recent Survey	NRHP Status: Listed (with nomination), Eligible or Not Eligible	NRHP Criteria	Streetcar Alternative Effects
47 <sup>th</sup> to 51 <sup>st</sup> streets (relative to this study)	Brookside Boulevard	1920, 1923-26; 2.10 Miles 4 Lane Parkway	Landscape Architectural/Historic Survey of Parks and Boulevards (1994)	No major modifications	Eligible	Landscape Architecture	No Adverse Effect
Emanuel Cleaver II Blvd./Brookside Blvd.	Massasoit	Bronze Statue	None	N/A	Not Eligible	N/A	No Adverse Effect
Brookside Blvd. From Ward Pkwy south to Volker Blvd	Brookside Boulevard Bridge over Brush Creek	1993; Haunched Conrete Multi- Cell Box Girder Bridge	Southtown Corridor Light Rail Starter Project (1997)	No major modifications	Not Eligible	N/A	No Adverse Effect
4747 J. C. Nichols Pkwy.	[Plaza Tennis Center]	c. 2000; 14 outdoor tennis courts and clubhouse	None	N/A	Not Eligible	N/A	No Adverse Effect
4801 Main St.	Plaza Colonnade/Kansas City Public Library Plaza Branch	2004-05; 2 to 9-Story Contemporary Mixed Use Building	None	N/A	Not Eligible	N/A	No Adverse Effect
49 <sup>th</sup> to 51 <sup>st</sup> Streets (relative to this study)	Harry Wiggins Trolley Track Trail	1990; 7-Mile Mixed Use Trail	None	N/A	Not Eligible	N/A	No Adverse Effect
115 E. 49th	[Susan Stephens Residence]	2-Story Frame Single-Family National Folk Style Residence	None	N/A	Not Eligible	N/A	No Adverse Effect
4904 Brookside Blvd.	S. Hess House	1906; 1-Story National Folk Style Residence	Southtown Corridor Light Rail Starter Project (1997)	Secondary entry removal; window infill at the attic level	Not Eligible	N/A	No Adverse Effect
4908 Brookside Blvd.	Rose Marie Apartments [Brookside Plaza]	1925; 2-Story Brick and Stone Apartment Building	Southtown Corridor Light Rail Starter Project (1997)	Minor modifications; removal of Spanish tile roof	Not Eligible	N/A	No Adverse Effect
4916 Grand Ave.	[Lakota on Grand]	1964; 2-Story Contemporary Apartment Building	None	N/A	Not Eligible	N/A	No Adverse Effect
201 E 50th and 5001 Grand Ave.	[William Lindstrom Residence]	c. 1915-1923, 2-Story Frame Colonial Revival Residence	Southtown Corridor Light Rail Starter Project (1997)	No major modifications	Not Eligible	N/A	No Adverse Effect
5005 - 5007 Grand Ave.	O. H. Luce House	1922; 2-Story Prairie School Style Frame and Stucco Duplex	Southtown Corridor Light Rail Starter Project (1997)	No major modifications	Not Eligible	N/A	No Adverse Effect
5009- 5011 Grand Ave.	[Scenic Creek Management LLC Duplex]	1922-23; 2-Story Brick Duplex	Southtown Corridor Light Rail Starter Project (1997)	Unknown; photograph for comparison unclear	Not Eligible	N/A	No Adverse Effect

5017 Grand Ave.	[Soigne Properties LLC Apartments]	2016; 4-Story Contemporary Apartment Building	None	N/A	Not Eligible	N/A	No Adverse Effect
5021 Grand Ave.	[Carolyn S. Rowe Duplex]	1924; 2-Story Tudor Revival Brick and Stucco Duplex	Southtown Corridor Light Rail Starter Project (1997)	Minor modifications	Not Eligible	N/A	No Adverse Effect
5023-5025 Grand Ave.	[Soigne Properties LLC Duplex]	1924; 2-Story Tudor Revival Brick and Stucco Duplex	Southtown Corridor Light Rail Starter Project (1997)	Unknown; photograph for comparison unclear	Not Eligible	N/A	No Adverse Effect
5031-5033 Grand Ave.	[Jacqueline L. Jones Residence]	1980; 2-Story Brick and Frame Residence	Southtown Corridor Light Rail Starter Project (1997)	No major modifications	Not Eligible	N/A	No Adverse Effect
5035 -5037 Grand Ave.	Bertha May Boppart House	1953; 1-Story Frame Residence	Southtown Corridor Light Rail Starter Project (1997)	No major modifications	Not Eligible	N/A	No Adverse Effect
5036 Brookside Blvd.	[White Rail Properties LLC Residence]	1924; 2-Story Prairie Style Brick and Frame Residence	Southtown Corridor Light Rail Starter Project (1997)	Unknown; photograph for comparison unclear	Not Eligible	N/A	No Adverse Effect
5042 Brookside Blvd.	[Soigne Properties LLC Duplex]	1923; 2-Story Brick and Frame Residence	Southtown Corridor Light Rail Starter Project (1997)	No major modifications	Not Eligible	N/A	No Adverse Effect

#### **DETERMINATIONS OF EFFECT**

Any effects on historic properties listed in or determined eligible for the National Register of Historic Places must be reviewed for compliance with Section 106 using the rules and regulations found in 36 CFR Part 800.9 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" (36 CFR Part 800), became effective January 11, 2001, and are summarized below.

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, as further described below:

- 1) No historic properties affected [36 CFR § 800.4(d)(1)]. This determination means that: 1) there are no historic properties in the project's APE; or 2) there are historic properties present in the APE but the project will have no effect on them.
- 2) No adverse effect [36 CFR § 800.5(b)]. This determination means that there are historic properties present in the project's APE and the project will have an effect on them, however, this effect does not meet the criteria of adverse effect.
- 3) Adverse effect [36 CFR § 800.5(d)(2)]. This determination means that there are historic properties present in the project's APE, the project will have an effect on them, and this effect does meet the criteria of adverse effect.

## No Build Alternative Effects

Because there would be no transit improvements constructed within the study area with the No Build Alternative, there would be "no effects" to historic resources.

#### **Streetcar Alternative Determinations of Effect**

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 streetcar project, either directly (construction of the line and stops) or indirectly (line-of-site) impacts. Therefore, if it is determined that there is no undertaking, or that its undertaking is a type of activity that has no potential to affect historic properties, the agency has no further Section 106 obligations. However, any changes to the alignment could change the APE and any modification to this survey would warrant further evaluation and recommendations.

With the Streetcar Alternative no resources would be adversely affected. 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.

# Summary of Determinations of Effect of the Streetcar Alternative on Identified Historic Resources

Type of Effect	Effects of the Streetcar Alternative
No Effect	0
No Adverse Effect	169
Adverse Effect	0

#### RECOMMENDED MITIGATION

**SHPO** review of Preliminary Engineering Designs. As the project design advances, the Missouri SHPO will be provided the opportunity to review and comment on all preliminary engineering design plans to ensure that the project improvements will remain in keeping with the historic context of the area, and *The Secretary's Standards for Rehabilitation*. The Kansas City Streetcar Main Street Extension Project does not require modifications to existing buildings, structures, objects or landscapes; however it will be required that the new platforms for Streetcar stops at various locations throughout the project (as shown above) will conform with Standard 10, as stated below:

10): New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

#### **BIBLIOGRAPHY**

#### **PUBLISHED**

"A Heavy Cut for a Street at Kansas City." Engineering News 72, December 1914.

American Institute of Architects Kansas City. *American Institute of Architects Guide to Kansas City Architecture and Public Art*. United States: Richardson Printing, Inc., 2000

Arnold, Bion J. Report to Honorable William C. Hook, Circuit Judge, on the Value of the Properties of the Metropolitan Street Railway System of Kansas City, Missouri. Vol. I-III. Kansas City: n.p., 1915.

"Bismark Place!" The Kansas City Times. June 17, 1887.

Brown, A. Theordore and Lyle W. Dorsett. *KC: A History of Kansas City, Missouri*. Vol. II. Boulder: Pruett Publishing Company, 1978.

Case, Theodore S., ed. History of Kansas City, Missouri. Syracuse: D. Mason & Co., Publishers, 1888.

Cassidy, Terrance W. "Kansas City." Motor Coach Age, November-December 1975.

"Community Freight Service." Street Railway Journal 58, 1921.

Conrad, Edward A. *Kansas City Streetcars — From Hayburners to Streamliners*. Blue Springs, MO: Heartland Rails Publishing Co., 2011.

"Death of John C. Henry." Street Railway Journal 17, 1901.

Draper, Mary Jo. Kansas City's Historic Midtown Neighborhoods. Charleston, SC: Arcadia Publishing, 2015.

Ehrlich, George. Kansas City, Missouri: An Architectural History. Columbia: University of MO Press, 1992.

Ellis, Roy. A Civic History of Kansas City, Missouri. Springfield: Columbia University, 1930.

Henry, John C. "Electric Railroads." The Street Railway Journal 9, April 1893.

\_\_\_\_\_\_. "Electric Railways." The Kansas City Review: Devoted to Science, Art, Industry and Literature 9, August 1885.

\_\_\_\_\_\_. "The Henry Motor." The Street Railway Journal, February 1891.

Hilton, George W. The Cable Car in America. San Diego: Howell-North, 1982.

"History of the Street Railways in Kansas City." The Railwayan 6, February and March 1923.

Hopkins, G. M. A Complete Set of Surveys and Plats in the City of Kansas, Missouri. Philadelphia: G. M. Hopkins, 1886.

"Horse Cars." The Kansas City Journal Post, February 18, 1923.

Longstreth, Richard. "J. C Nichols the Country Club Plaza and Notions of Modernity." The Harvard Review 5, 1986.

Middleton, William D. The Time of the Trolley: The Street Railway from Horsecar to Light Rail, 1887-1987. San Marino, CA: Golden West Books, 1987.

"Million Main St. Project." The Kansas City Star. August 12, 1923.

Millstein, Cydney. "Union Passenger Station Power House." *Power: Reviving a Historic Building The Todd Bolender Center for Dance & Creativity.* San Francisco: Oro Publishers, 2013.

Piland, Sherry and Ellen Uguccioni. Fountains of Kansas City. Kansas City: City of Fountains Foundation, 1985.

"Residence Inn Opening." The Kansas City Star. June 23, 1988.

"Rock Slide Delays Operation Through Cut." Electric Railway Journal 47, January 22, 1916.

Sanborn Map Company. *Insurance Maps of Kansas City, Missouri, Volume 4*. NY: Sanborn Map Company, 1909-1951.

Shoemaker, Floyd C., ed. "Missouri History Not Found in Textbooks." Missouri Historical Review 15, July 1921.

Spalding, Charles Carroll. Annals of the City of Kansas. Kansas City: Van Horn and Abeel's Printing House, 1858.

"Start an Apartment City." The Kansas City Star. March 14, 1926.

"The Dodson Line." The Railwayan 6, January 1923.

The Electrician 17, May 21, 1886

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

Tuttle & Pike. Atlas of Kansas City, U.S.A and Vicinity. Kansas City: Tuttle & Pike, 1900.

United State Patent Office. Specifications and Drawings of Patents issued from the United States Patent Office for April 1884. Washington, D.C.: Government Printing Office, 1884.

Whitney, Carrie Westlake. *Kansas City, Missouri: Its History and Its People, 1808-1908*. Vol. I. Chicago: The S. J. Clarke Publishing Company, 1908.

Wilson, William H. The City Beautiful Movement in Kansas City. Kansas City: Lowell Press: Revised 1990.

Wolf, Bradley, ed. Kansas City: A Place in Time 2<sup>nd</sup> edition. Traverse City, MI: Chandler Lake Books, 2017.

Worley, William. *J. C. Nichols and the Shaping of Kansas City*. Columbia, MO: The University of Missouri Press, 1993.

#### **UNPUBLISHED**

- Architect Magazine. "3435 Main." Hanley Wood Media. https://www.architectmagazine.com/project-gallery/3435-main\_s. Accessed December 2018.
- Architectural & Historical Research, LLC. "An Historical Overview: Thirty-first Street over Wyandotte Bridge,
  Kansas City, Jackson County, Missouri." Report prepared for George Butler Company, Lenexa, Kansas, May
  2004.
- Becker, Linda F. "Row House Building." National Register of Historic Places Nomination. Kansas City, Jackson County, Missouri. May 22, 1978.
- Betz, Melanie. "North Plaza Survey." Kansas City, Jackson County, Missouri. 1987.
- BNIM. "Plaza Colonnade." BNIM.com https://www.bnim.com/project/plaza-colonnade. Accessed December 2018.
- Burnette, Diane, of Maincor. Telephone interview with Cydney Millstein. November 16, 2018.
- Gardner, Tony. "Kuehne-Schmidt Apartments." National Register of Historic Places Nomination. Kansas City, Jackson County, Missouri. February 13, 2007.
- Historic Preservation Commission of Kansas City, Missouri. Building and Water Permits.
- \_\_\_\_\_. "Westport: Old Westport." Architectural Survey and Report. 1982.
- Jackson County Recorder of Deeds. Plat maps for various subdivisions in Kansas City, Missouri.
- Kipp, Robert A. Lecture, "Crown Center: An Emerging Vision For Urban Development." April 20, 1995, The Charles N. Kimball Lecture Series, Western Historic Manuscripts Collection. Pamphlet.
- Kiva Parcel Viewer [GIS Database]. City of Kansas City, Jackson County, Missouri. http://maps.kcmo.org/apps/parcelviewer/
- Lortie, Marc. Architecture + Branding. "McDonald's Disowns the Roof and Serves Up a New Image." February 15, 2012
  - https://architectureandbranding.wordpress.com/2012/02/15/architecture-branding-mcdonalds-disowns-the-roof-and-serves-up-a-new-image/<u>.</u> Accessed December 2018.
- Luemmen, LeAnn. " 'Visions of Children' Restoration for American Century Investments." KC Restoration. https://kcrestoration.com/2015/04/15/visions-of-children-restoration-for-american-century-investments/. Accessed December 2018.
- Mac Property Management. "3435 Main." Mac Properties. https://www.macapartments.com/property/3435-Main. Accessed December 2018.
- MapMakerApp software. Accessed through http://www.mapmakerapp.com.
- Matthews, Mary J. "South Side Historic District." National Register of Historic Places Nomination. Kansas City, Jackson County, Missouri. June 9, 1983.
- \_\_\_\_\_. "The Tocama." National Register of Historic Places Nomination. Kansas City, Jackson County, Missouri. November 24, 1982.

- Mayer, Elizabeth, Children's Center for the Visually Impaired. Telephone interview with Cydney Millstein. November 15, 2018.
- Millstein, Cydney E., Art and Art Historical Research. "An Architectural/Historic Survey of Religious Properties in Kansas City, Missouri." 1993-1994.
- Millstein, Cydney E. "Historic Mill Creek Viaduct, Kansas City, Missouri: Historical and Descriptive Data, Photographs and Plans." May 22, 1996.
- \_\_\_\_\_. "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.
- Millstein, Cydney E. and Paul Novick. "The Kansas City System of Parks and Boulevards." National Register of Historic Places Multiple Property Documentation Form. Kansas City, Missouri. August 9, 2016.
- Millstein, Cydney E. and Mary Ann Warfield. "O. H. Dean Building." National Register of Historic Places Nomination. Kansas City, Jackson County, Missouri. September 3, 2009.
- Missouri Digital Heritage. "Kansas City 1940 Tax Assessment Photographs." Office of the Secretary of State of MO. http://cdm16795.contentdm.oclc.org/cdm/landingpage/collection/kcpltax. Accessed December 2018.
- Missouri Valley Special Collections, Kansas City Public Library. Photographic Collection.
- Mokhtee, Ahmed. Letter to Toni M. Prawl. October 24, 2018.
- National Institute for the Conservation of Cultural Property, Smithsonian Institution. "S.O.S! Survey. 1994.
- Nichols, Jessie Clyde. "Memoir." Planning for Permanence: The Speeches of J. C. Nichols. State Historical Society of Missouri-Kansas City. 1950.
- Pei Cobb Freed & Partners. "Federal Reserve Bank of Kansas City." https://www.pcf-p.com/projects/federal-reserve-bank-of-kansas-city/. Accessed December 2018.
- Piland, Sherry. Historic Inventory Forms for the Landmarks Commission of Kansas City- Westport-Main Survey. Kansas City, Jackson County, Missouri. 1982-1985. Available at the City of Kansas City, MO.
- Piland, Sherry and Ellen Uguccioni. 39<sup>th</sup> and Main Local District Survey. Prepared for the Landmarks Commission of Kansas City, Missouri. 1982.
- \_\_\_\_\_. "Midtown Survey Final Report." Landmarks Commission of Kansas City. Kansas City, Jackson County, Missouri. 1981-1985.
- Richards Johnson, Susan. "Goodenow Textiles Company Building." National Register of Historic Places Nomination. Kansas City, Jackson County, Missouri. April 18, 2003.
- Roe, Jason. "The Annexation That Wasn't." Kansas City Public Library.

  http://kchistory.org/week-kansas-city-history/annexation-wasnt. Accessed January 9, 2019.
- Rosin, Elizabeth and Molly Fitzgerald. Kansas City Historic Resources Survey Forms- Broadway-Gillham. Prepared for the Landmarks Commission of Kansas City, Missouri. 1994-1996.

- Rosin Preservation, LLC. "Westport Historic Resources Survey." Prepared for the Historic Kansas City Foundation.

  November 2017.
- Schaadt, Mike, PGAV Architects. Telephone interview with Cydney Millstein. November 21, 2018.
- Schwenk, Sally F. "Historic Colonnade Apartment Buildings of Kansas City, Missouri." National Register of Historic Places Multiple Property Documentation Form. Kansas City, Jackson County, Missouri. August 28, 2003.
- \_\_\_\_\_\_. "Working-Class and Middle-Income Apartment Buildings in Kansas City, Missouri." National Register of Historic Places Multiple Property Documentation Form. Kansas City, Jackson County, Missouri. September 2007.
- Spalding, Charles C. "Westport, MO and Its Additions." [Map]. Missouri Valley Special Collections, Kansas City Public Library
- Terrence Cassidy Collection. State Historic Society of Missouri- Kansas City.
- Tourbier & Walmsley, LLC, AHR, LLC., and Theis Doolittle Associates, Inc. "Landscape Architectural/Historic Survey of Parks and Boulevards, Kansas City, Missouri, 1893-1940." 1991.
- Trapp & Company representative. Telephone interview with Cydney Millstein. November 20, 2018.
- Uguccioni, Ellen J. "Row House Buildings." National Register of Historic Places Nomination- Boundary Increase. Kansas City Jackson County, Missouri. January 15, 1985.
- Westport Historical Society. "Where the West Began: Westport Beginnings." https://www.westporthistorical.com/westport-history. Accessed January 2, 2019.

## **APPENDICES**

## A. Documentation of Resources Newly Inventoried

**B.** Documentation of Resources Previously Inventoried C. Photographs of all resources within the APE D. Nomination Forms for Historic Resources listed in the National Register of Historic Places and the **Kansas City Register of Historic Places**