

ATTACHMENT G – SECTION 106 COORDINATION



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

May 24, 2018

REGION VII
Iowa, Kansas,
Missouri, Nebraska

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Toni M. Prawl, Ph.D.
Director and Deputy State Historic Preservation Officer
State Historic Preservation Office
Missouri Department of Natural Resources
P.O. Box 176
Jefferson City, MO 65102

RE: Section 106 Consultation - Kansas City Streetcar Riverfront Extension Project, Kansas City, Missouri

Dear Dr. Prawl:

The Kansas City Streetcar Authority (KCSA), Kansas City Area Transportation Authority (KCATA), and the City of Kansas City, Missouri (KCMO), in coordination with the Federal Transit Administration (FTA), have partnered with the Kansas City Port Authority (PortKC) to extend the Kansas City Streetcar starter alignment from 3rd Street and Grand Avenue in the River Market area to the Berkley Riverfront Area. The FTA Region VII office is considering providing grant assistance with federal funds for this project. In accordance with Section 106 of the National Historic Preservation Act of 1996, as amended (16 U.S.C. 470f) and its implementing regulation, 36 CFR Part 800, the FTA is initiating consultation with your office for the identified federal undertaking. In fulfilling our Section 106 responsibilities, we have enclosed all pertinent documentation for your review that will substantiate our determination of eligibility for this undertaking.

The proposed project would tie into the existing downtown streetcar track on the curve at 3rd and Grand Avenue in downtown Kansas City, MO. The projected route would travel north over the Grand Avenue Bridge continue east of the bridge, then travel onto River Front Road until turning north (off but adjacent to the street) into the proposed Berkley Riverfront Development Area. The route will then terminate near the middle of the riverfront development. The riverfront extension would provide a double-track facility from the existing KCATA “park-n-ride” facility located at 3rd Street and Grand Avenue to a new station stop located midpoint along River Front Road. A bike/pedestrian trail is also proposed from the 3rd Street and Grand Avenue intersection parallel to the streetcar route and tying into the existing Riverfront Trail just east of the Grand Avenue Bridge. A cantilevered extension would be constructed on the west/riverward side of the previously reconstructed Grand Avenue Bridge to accommodate the bike/pedestrian trail.

FTA defines the area of potential effect (APE) for direct effects as all areas subject to potential direct impacts from the proposed project, including temporary construction and staging areas as shown in the Burns & McDonnell Report (See Appendix A: Figure A-2). The direct APE, (See

Appendix A: Figure A-3) is approximately 4,150 linear feet in length and extends approximately 3 to 4 feet below current ground surface in the areas that are not along the Grand Avenue viaduct. No direct impacts would occur along the elevated portion of the viaduct. The width of the right-of-way (ROW) along the proposed route extends from approximately 30 feet to 60 feet. The APE for indirect effects includes property parcels abutting the project footprint (See Appendix A: Figure A-2), and comprises approximately 123 acres and 24 parcels.

The Burns & McDonnell Survey for historic non-archaeological resources identified 12 resources on 8 properties within the indirect APE. Eleven of the resources are either listed on the NRHP, have been determined eligible for NRHP inclusion, or appear to qualify for that designation. The remaining resource lacks integrity and was determined ineligible for NRHP inclusion in 2011. Despite the presence of the eligible resources within the indirect APE, none would be directly impacted by this project, which will occur primarily within the existing ROW. In addition, the Archaeological Survey concluded that the direct APE is unlikely to contain intact archaeological resources or features. This low potential is due to historic and modern disturbances associated with City improvement projects in the direct APE. Furthermore, no known archaeological sites occur within the direct APE. As such, no further archaeological investigations were recommended for the proposed project.

As a result, the FTA has determined that the double-track facility, station stop and construction of the riverfront extension tracks would not have the potential to adversely affect any of the listed or eligible for listing resources or their character-defining features, and therefore anticipates a finding of “**no adverse effect**” to historic properties under Section 106.

We respectfully request your concurrence with this finding and appreciate your cooperation in commenting on this project. If you do not concur with this finding, please respond to our office within thirty days of the date of receipt of this letter. Should you require additional information or have any questions, please contact Beth Held, Region VII Environmental Specialist, at (816) 329-3934 or email beth.held@dot.gov.

Thank you for your continued assistance.

Sincerely,



Mokhlee Ahmad
Regional Administrator

Enclosure: Burns & McDonnell Reconnaissance CR Survey/Phase I Archaeological Survey

Cc: (Electronic): Heather Gibb, Compliance Coordinator, SHPO, MDNR
Shari Cannon-Mackey, CEP, ENV SP, Department Mgr, Burns & McDonnell
Tom Gerend, Executive Director, Kansas City Streetcar Authority
Bradley Wolf, Historic Preservation Officer, City of Kansas City

The State Historic Preservation Office has reviewed the specific submittal for this undertaking.
Based on the information provided:

I concur that the undertaking will result in ***no adverse effect*** pursuant to 36 CFR Part 800.

I do not concur with your findings for the following reason.

Date _____

Toni M. Prawl, Ph.D., Deputy State Historic Preservation Officer



May 25, 2018

Ms. Heather Gibb
Compliance Coordinator
Missouri Department of Natural Resources
State Historic Preservation Office
P.O. Box 176
Jefferson City, MO 65102

Re: Proposed Kansas City Streetcar Riverfront Extension Project, Jackson County, Missouri
Section 106 Consultation Request

Dear Ms. Gibb:

The Kansas City Streetcar Authority (KCSA), Kansas City Area Transportation Authority (KCATA), and the City of Kansas City, Missouri (KCMO), have partnered with the Kansas City Port Authority (PortKC) to extend the Kansas City Streetcar starter alignment from 3rd Street and Grand Avenue in the River Market area to the Berkley Riverfront area (Project) (Appendix A: Figure A-1). Specifically, the Project would tie into the existing downtown streetcar track on the curve at 3rd and Grand Avenue, travel north over the Grand Avenue Bridge and slowly turn toward the east. At the east end of the bridge, the streetcar will briefly ride on River Front Road until it makes a gentle turn to the north off but adjacent to the street and into the proposed Berkley Riverfront Development area (a Project proposed by others). The route will then proceed approximately 800 feet and terminate near the middle of the riverfront development area.

This proposed riverfront extension of the existing downtown Kansas City Streetcar system would provide a double-track facility from the existing KCATA “park-n-ride” facility located at 3rd Street and Grand Avenue to a new station stop located at a midpoint along River Front Road within the Berkley Riverfront Development Area. A bike/pedestrian trail is also proposed from the 3rd Street and Grand Avenue intersection parallel to the streetcar route and tying into the existing Riverfront Trail just east of the Grand Avenue Bridge. A cantilevered extension would be constructed on the west/riverward side of the previously reconstructed Grand Avenue Bridge to accommodate the bike/pedestrian trail.

The client has retained Burns & McDonnell Engineering Company, Inc. (Burns & McDonnell) to provide cultural resources services for the Project. The purpose of this letter is to provide supplemental information for the Project Review Form (cover sheet) and to solicit Missouri State Historic Preservation Office (SHPO) guidance as to the appropriate level of cultural resources investigations within the established indirect and direct Areas of Potential Effect (APEs). This letter contains a summary of the regulatory context, defines the APEs, identifies previously recorded resources within the APEs, assesses and describes historic-age non-archaeological resources within the indirect APE, and provides recommendations regarding the Project’s potential to impact archaeological resources (Appendix A: Figures A-2 to A-4).



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REGULATORY CONTEXT AND APE DEFINITION

This letter is a formal request to initiate consultation under Section 106 of the National Historic Preservation Act (NHPA) for the proposed Kansas City Streetcar Riverfront Extension Project (Appendix A: Figure A-1). The Project is using Federal funding and is thus subject to oversight by the Federal Transit Administration (FTA), a division of the U.S. Department of Transportation (DOT). They will serve as the lead Federal agency for completion of the environmental review and Section 106 compliance processes. Due to oversight by a DOT agency, the Project is also subject to compliance with Section 4(f) of the DOT Act.

As per 36 CFR 800.16(d), the APE is defined as “. . .the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” The APE defines that area within which the identification of historic (National Register of Historic Places [NRHP]-listed or eligible) properties will occur.

The APE for direct effects was defined as all areas subject to potential direct impacts from the Project, including temporary construction and staging areas (Appendix A: Figure A-2). The direct APE is approximately 4,150 linear feet (1,265 meters) in length and extends approximately 3 to 4 feet below current ground surface in the areas that are not along the Grand Avenue viaduct. No direct impacts would occur along the elevated portion of the viaduct (Appendix A: Figure A-3). The width of the right-of-way (ROW) ranges from approximately 30 feet (9 meters) to approximately 60 feet (18 meters). Through consultation with FTA, an APE for indirect effects was established including property parcels abutting the Project footprint (Appendix A: Figure A-2). The indirect APE comprises approximately 123 acres and includes 24 parcels.

BACKGROUND REVIEW

In preparation for a reconnaissance-level survey, a cultural resources specialist visited the Missouri SHPO to view the cultural resource inventory. The specialist reviewed NRHP nomination forms, previous survey reports, and resource files for previously recorded historic-age archaeological and non-archaeological resources within the direct and indirect APE limits. Burns & McDonnell also reviewed historic-period aerial photographs, topographic maps, and the 1896, 1905, 1925, and 1939 Sanborn Fire Insurance Company Maps to assess the Project’s potential to contain intact archaeological resources. The maps were also used to assess architectural resources within the indirect APE. Due to the Project’s location within an area subject to numerous surveys and containing multiple previously recorded resources, the Study Area for the records review was limited to the indirect APE.



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Based on the background research, one previously recorded archaeological site, 23JA422, was identified within the limits of the indirect APE, though it does not extend into the direct APE (Appendix A: Figure A-3; Table 1).

Table 1: Previously Recorded Archaeological Sites within APE

Trinomial	Site Type	NRHP Eligibility	Intersects
23JA422	Historic Townsite	Listed	Indirect APE

Site 23JA422 was the former site of The Town of Kansas City. The associated site form describes a surface scatter of nineteenth to early-twentieth century artifacts mixed with modern trash. Several foundation walls were still visible, although these could represent more recent construction. The site area has attracted bottle collectors for many years and exhibits extensive disturbance. However, since the town's abandonment in the late nineteenth century, no significant development in the site area has taken place. As a result, intact features or deposits associated with the original nineteenth century occupation could still occur. The site is located approximately 550 feet to the west and outside the proposed Project's footprint (Appendix A: Figure A-3).

A total of 19 archaeological surveys have been conducted within the indirect APE, four of which intersect with the direct APE (Appendix A: Figure A-3). The archaeological surveys are summarized in Table 2 below. In addition, two architectural surveys intersect the indirect APE (Table 3).

Table 2: Previous Archaeological Surveys within APE

Report Number	Report Year	Consultant	Project Sponsor	Reviewing Agency	Intersects
JA-048	2003	Marushia Consultants	Taliaferro & Browne	FHA	Indirect APE
JA-122	1993	Environmental Research Center	Hilton Hotels Corporation	USACE	Indirect APE
JA-139	1995	Archaeological Research Center	WilTel	Landmarks Commission	Indirect APE
JA-176	1997	IMA Consulting	Taliaferro & Browne	Landmarks Commission	Indirect APE
JA-177	1998	IMA Consulting	Taliaferro & Browne	Landmarks	Indirect



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				Commission	APE
JA-194	1999	IMA Consulting	Taliaferro & Browne	Landmarks Commission	Indirect APE
JA-196	1999	HDR Engineering	HDR Engineering	USACE	Direct APE
JA-203	1992	University of Kansas	City of Kansas City	Unknown	Indirect APE
JA-256	2001	Hemisphere Field Services	Taliaferro & Browne	FHA	Indirect APE
JA-263	1998	IMA Consulting	Department of City Planning	SHPO	Indirect APE
JA-272	2002	K&K Environmental	Nextel Communications	FCC	Indirect APE
JA-477	2010	AMEC	City of Kansas City	KC Terminal Rail; MoDOT; Port Authority	Indirect APE
JA-488	2011	K&K Environmental	AT&T Mobility	FCC	Indirect APE
JA-529	2012	Great Lakes Research	Trileaf Corporation	FCC	Indirect APE
JA-567	2014	EBI Consulting	AT&T Mobility	FCC	Indirect APE
JA-608	2012	Burns & McDonnell	City of Kansas City	US DOT	Direct APE
JA-728	2017	RESCOM Environmental Corp	T-Mobile	FCC	Indirect APE
JAAS022	1988	Landmarks Commission	Unknown	Unknown	Indirect APE
JAAS048	2011	Rosin Preservation	Unknown	Unknown	Indirect APE
JAAS065	2012	Burns & McDonnell	City of Kansas City	US DOT	Indirect APE
JAAS086	2004	Archaeological Research Center	MoDOT	MoDOT	Indirect APE



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Table 3: Previous Architectural Surveys within APE

Report Number	Report Year	Consultant	Project Sponsor	Reviewing Agency	Intersects
JA-AS048	2011	Rosin Preservation	Unknown	Unknown	Indirect APE
JA-AS065	2012	Architectural & Historical Research, LLC	City of Kansas City	SHPO	Indirect APE

One NRHP district currently extends into the indirect APE (Appendix A: Figure A-3b; Table 3). The Old Town Historic District is situated near Grand and Missouri Avenues, and Wyandotte and 2nd Streets. This district includes the River Market area located in the Riverfront District. The area was originally surrounded by high bluffs and ravines, which were graded and infilled in the mid-nineteenth century to facilitate development of the area. When originally designated, the district contained approximately 55 contributing resources. The boundary was increased in 2005 and again in 2011. In that year, the boundary of the district was extended into the limits of the indirect APE. Several contributing resources were identified during the current survey effort. An NRHP-listed shipwreck was historically located in the indirect APE. It has since been destroyed.

Table 4: Previously Recorded NRHP Properties within APE

Resource Number	Resource Name	Listed Date	Intersects
85003102	William S. Mitchell (Boat) (Destroyed)	10/9/1985 (Destroyed by flood 7/1993)	Indirect APE
05000632	Old Town Historic District Boundary Increase	7/1/2005	Indirect APE
11001019	Old Town Historic District Boundary Increase IV	1/17/2012	Indirect APE

NON-ARCHAEOLOGICAL HISTORIC-AGE RESOURCE FIELD SURVEY METHODS

In accordance with Section 106 of the NHPA of 1966, as amended, and Section 4(f) of the DOT Act, a survey to identify, document, and assess NRHP eligibility and effect for historic-age non-archaeological resources, including buildings, structures, objects, and districts, potentially affected by the Project was conducted. For the purposes of this survey, historic-age was defined

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as constructed in or before 1973. This 45-year cutoff accounts for the 50-year NRHP age criterion, with a 5-year buffer to allow for potential delays in Project development. The historic-age non-archaeological resources survey included photographic documentation of buildings, structures, objects, districts, etc. 45-years-of-age or older within or on parcels extending into the indirect APE. The survey was conducted from public ROW in January 2018. The field data were used to evaluate the eligibility of the recorded resources for NRHP inclusion and to assess potential Project effects to significant properties, where applicable.

NON-ARCHAEOLOGICAL HISTORIC-AGE RESOURCE SURVEY RESULTS

During the survey, 12 historic-age resources on eight properties were documented within the indirect APE (Appendix A: Figure A-4; Appendix B; Table 5). Of these, nine have been determined eligible for NRHP inclusion, including five components of the KCPL Grand Avenue Power Plant, the Armour-Swift-Burlington (ASB) Railroad Bridge, and four commercial/industrial resources identified as contributing to the Old Town West Historic District Expansion in 2011. The remaining resources have either been determined ineligible for NRHP inclusion or do not appear to meet NRHP criteria. Despite the number of NRHP-eligible resources within the indirect APE, none would be directly impacted by Project construction, and none would have the potential to be adversely affected by the proposed Project. Each of the resources is discussed individually below, including eligibility and effect recommendations.

Resource 01 (Armour-Swift-Burlington Railroad Bridge)

Resource 01 is the ASB Bridge. The NRHP-eligible bridge is also a National Engineering Landmark and was completed in 1911 (Fraser 1996) (Appendix A: Figure A-4; Appendix B: Photographs B-1 through B-6; Table 5). The bridge historically carried both railroad and vehicular traffic. It features a telescoping lift span and double deck, of which the bottom railroad deck can be raised to accommodate barge traffic on the Missouri River. The bridge is only one of two ever designed and includes a 14-span Baltimore Through truss main span 428 feet in length. Despite its engineering and NRHP significance, the bridge is adjacent to at least two non-historic-age bridges, including the Heart of America Bridge and the reconstructed Grand Avenue Viaduct. As it would not be directly affected by Project implementation, no adverse effects to the resource are anticipated from the proposed undertaking.

Resource 02 (KCP&L Power Plant Facilities)

Resource 02a is the circa 1904 Kansas City Power and Light Company (KCP&L) powerhouse originally constructed by Taylor and Winn construction for the Metropolitan Street Railway Company (Appendix A: Figure A-4; Appendix B: Photographs B-7 through B-12; Table 5). KCP&L purchased the building in 1929 and renamed it the Grand Avenue Steam Station. It provided power for the city's streetcar system and later for downtown buildings. The NRHP-eligible building is Romanesque Revival in style and features "prominent arched bays and multipaned industrial sash fenestration (original) set in recessed brick surrounds crowned by

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brick, segmental arches” (Millstein and Warfield 2012). A row of segmental arched windows occurs along the attic level. Other features include large brick chimneys and a brick addition on the western facade.

Resource 02b is the headhouse (managing facility), office, and non-contemporary lighting tower and tanks associated with the powerhouse facility (Appendix A: Figure A-4; Appendix B: Photographs B-13 through B-15; Table 5). The buildings were constructed in 1928 and circa 1925 by KCP&L and “connected to the conveyor belt that stretches east to the powerplant” (Millstein and Warfield 2012). Both the headhouse and office building are constructed of reinforced brick with concrete floors. These buildings are not individually NRHP eligible but were identified as contributing to a potential district resource including the main powerhouse.

Resource 02c is a 1929 bridge built by KCP&L after their acquisition of the main powerhouse (Appendix A: Figure A-4; Appendix B: Photograph B-16; Table 5). The 325-foot, covered, metal pedestrian bridge has a concrete base and connects the powerhouse to the headhouse and office complex. The resource was identified as NRHP eligible in association with the overall powerhouse complex (Millstein and Warfield 2012).

Resource 02d is also associated with the KCP&L powerplant complex but is located on a separate parcel (Appendix A: Figure A-4; Appendix B: Photograph B-17; Table 5). The two-story, irregular-plan building was constructed circa 1927 and used by KCP&L as a “store house.” The building features a canted entrance at the northeast corner of the building, multi-light metal hopper windows, and corbeled brick stringcoursing along the upper story. The building is individually NRHP eligible at the local level under NRHP Criteria A and C (Millstein and Warfield 2012).

Resource 02e is a multi-story brick building of unknown function associated with the KCP&L powerplant complex (Appendix A: Figure 4; Appendix B: Photographs B-18 and B-19; Table 5). The resource features similar architectural detailing to the other buildings associated with the complex and likely dates to the same period (circa late 1920s). Though it has not been previously evaluated, the resource is likely NRHP eligible in association with the rest of the complex.

Despite the complex’s eligibility, none of the resources would be directly impacted by the proposed Project, and their integrity of setting has been impacted by modern construction in the area. As the resources would retain their individual integrity, their function, and their ability to reflect their role in local historic development patterns, the Project would not have the potential to adversely affect the resources. No further consideration of impacts under Section 106 is recommend at this location.

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Resource 03 (Missouri Union Pacific Railroad)

Resource 03 is an historic-age railroad grade (Appendix A: Figure A-4; Appendix B: Photographs B-20 and B-21; Table 5). The railroad was originally chartered in 1849 to connect St. Louis to Kansas City. Construction began in 1851, and the initial 5 miles between St. Louis and Cheltenham opened in 1852, making it the first railroad to operate west of the Mississippi River. Construction was interrupted by the Civil War, and the line didn't reach Kansas City until 1865. The company was reorganized as the Missouri Pacific Railway Company in 1876, and railroad magnate Jay Gould bought the company in 1879. George Gould inherited the company upon his father's death in 1892, but lost control after it went bankrupt in 1915. In 1917, the line merged with the St. Louis, Iron Mountain and Southern Railway and reorganized as the Missouri Pacific Railroad. Missouri Pacific declared bankruptcy again in 1933 during the Great Depression and was operated under a trusteeship. In 1980, the Union Pacific Company agreed to buy the Missouri Pacific, though lawsuits from competing railroads delayed the merger until 1997 (Werner 2010).

The resource maintains lengthy historic associations with the region and likely contributes to local historic districts. The section within the APE does not possess individual engineering significance and lacks integrity due to maintenance and upgrades to facilitate its continued operations. The resource would not be directly impacted by the Project, and its setting is not one of its character-defining features. As a result, the resource would not be adversely affected by the Project, and no further consideration of impacts at this location under Section 106 are recommended in connection with the proposed Project.

Resource 04

Resource 04 is a large commercial/warehouse facility constructed in 1922 (Appendix A: Figure A-4; Appendix B: Photographs B-22 through B-25; Table 5). The three-story, reinforced concrete building features a built-up roof with parapet wall and a "diamond" plan dictated by its location between railroad spurs. The building historically served as a wholesale produce and liquor company. It continues to operate in a commercial capacity and was identified as contributing to the expanded boundaries of the Old Town Historic District in 2011 (Rosin and Nugent 2011). Despite its NRHP eligibility, the resource would not be directly impacted by Project construction nor would re-initiation of streetcar service in the area adversely affect any of its character-defining features, including its integrity of design, workmanship, and feeling or its ability to reflect its historic commercial function and role within the historic district.

Resource 05

Resource 05 is a large, two-story, reinforced concrete warehouse constructed in 1956. The resource features brick cladding and a flat roof. The property still operates as a warehouse facility (Appendix A: Figure A-4; Appendix B: Photographs B-26 and B-27; Table 5) and was identified as contributing to the Old Town Historic District when the boundaries were expanded

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in 2011 (Rosin and Nugent 2011). It does not appear to be individually NRHP-eligible due to infill of historic window openings and its lack of architectural and design significance, but it does reflect the character of the district through its form and massing. The resource would not be directly impacted by Project implementation, nor is its setting one of its character-defining features. As that is the only aspect of its integrity that could be impacted by the Project, no adverse effect is anticipated at this location, and no further consideration of Project impacts is recommended under Section 106.

Resource 06 (City Diner)

Resource 06 is the City Diner, which historically operated as a Phillips Petroleum Company filling station (Appendix A: Figure A-4; Appendix B: Photographs B-28 and B-29; Table 5). The small, one-story, linear-plan building was constructed in 1939 and features a flat, composition shingle roof and is canted at its northwest corner. The resource has been subject to alterations, including replacement of window and door units and construction of a non-historic-age metal awning over the storefronts. These alterations reduce the resource's integrity of design, materials, and workmanship; however, it is still able to reflect its historic function. It was identified as a contributing feature of the Old Town Historic District during the 2011 boundary expansion (Rosin and Nugent 2011). The resource does not appear to warrant individual NRHP consideration and would not be directly impacted by the Project. Additionally, re-initiation of streetcar service in the area would not reduce the building's ability to represent the "continuum of commercial development" in the historic district (Rosin and Nugent 2011). As a result, no adverse effect is anticipated at this location, and no further consideration of Project impacts is recommended under Section 106.

Resource 07

Resource 07 is a one-story, massed-plan, reinforced concrete warehouse facility featuring a flat roof, brick cladding, and glass-block window units. The resource was constructed in 1940 and served as the George Muehlebach Brewing Company Bottling Warehouse (Appendix A: Figure A-4; Appendix B: Photographs B-30 through B-32; Table 5). It is still in commercial/warehouse use today and was identified as contributing to the NRHP-listed Old Town Historic District when the boundary was expanded in 2011 (Rosin and Nugent 2011). Like the other resources within the Old Town Historic District, Resource 07 would not be directly affected by Project construction, nor would the streetcar line have the potential to impact any of the resources' character-defining features. In particular, the warehouse would retain its current function and ability to represent its role in the commercial and industrial development of the area. As a result, no adverse effect to historic resources is anticipated at this location, and no further consideration of Project impacts under Section 106 is recommended.

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Resource 08 (Steamboat Arabia Museum)

Resource 08 (the Steamboat Arabia Museum) was originally constructed in 1942 as part of the City Market (Appendix A: Figure A-4; Appendix B: Photographs B-33 through B-38; Table 5). The resource was purchased in 1991 to house the Steamboat Arabia and was completely reconstructed at that time. Alterations include construction of a non-historic-age glass enclosure with a gable roof that dominates the former warehouse's primary façade, removal of the original interior market stalls, fenestration alterations, and replacement of original window and door units and other materials. The resource was identified as non-contributing during surveys for the Old Town Historic District boundary expansion in 2011 (Rosin and Nugent 2011) and does not retain sufficient integrity for individual NRHP listing. As a result, no further consideration of Project impacts under Section 106 is recommended at this location.

Table 5: Historic-Age Non-Archaeological Resource Inventory Table

Resource Number	Resource Name	Historic/ Current Function	Approximate Construction Date	NRHP Eligibility Status	Effect Assessment
01	Armour-Swift-Burlington Bridge and BNSF Railway	Transportation: Bridge	1911	Eligible; National Engineering Landmark	No Adverse Effect
02a	Metropolitan Street Railroad Company Power House	Industry: Energy Facility	1903	Recommended Eligible	No Adverse Effect
02b	Kansas City Power & Light Company Head House	Industry: Energy Facility	1928	Recommended Eligible	No Adverse Effect
02c	Unknown	Industry: Energy Facility	1929	Recommended Eligible	No Adverse Effect



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Resource Number	Resource Name	Historic/ Current Function	Approximate Construction Date	NRHP Eligibility Status	Effect Assessment
02d	Kansas City Power & Light Company Grand Avenue Power Plant Storage House	Industry: Energy Facility	ca. 1927	Recommended Eligible	No Adverse Effect
02e	Unknown	Industry: Energy Facility	ca. 1927	Recommended Eligible	No Adverse Effect
03	Missouri Pacific Union Railroad	Transportation: Railroad	ca. 1865 with more recent alteration	May contribute to nearby historic districts	No Adverse Effect
04	Warehouse	Industry: Industrial Storage	1922	Contributing to Old Town Historic District Expansion	No Adverse Effect
05	Warehouse	Industry: Industrial Storage	1956	Contributing to Old Town Historic District Expansion	No Adverse Effect
06	City Diner	Commerce/ Trade: Restaurant	1939	Contributing to Old Town Historic District Expansion	No Adverse Effect



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Resource Number	Resource Name	Historic/ Current Function	Approximate Construction Date	NRHP Eligibility Status	Effect Assessment
07	Hung Vuong Market	Industry: Industrial Storage; Commerce/ Trade: Specialty Store	1940	Contributing to Old Town Historic District Expansion	No Adverse Effect
08	Steamboat Arabia Museum	Commerce/ Trade: Market; Recreation and Culture: Museum	1942	Non-Contributing/ Not Eligible	Not Applicable

ARCHAEOLOGICAL POTENTIAL ASSESSMENT

An archaeological potential assessment for the direct APE was developed for both prehistoric and historic-era cultural resources. The assessment was based on the background review described above and a reconnaissance survey. The reconnaissance survey involved driving and walking the proposed APEs to document areas with existing improvements (utilities, sidewalk, curbs, roads, bridges, etc.) and areas that have not been developed (Appendix C). The purpose was to delineate areas with the potential of containing intact cultural resources.

At present, the entire direct APE has been developed and includes areas with historic and modern improvements, including massive alterations to the landscape (Appendix A: Figure A-6). For example, in the late nineteenth century, the East Bottoms area closest to the river from 2nd Street, along the viaduct and River Front Drive, was a sloping upland bluff-line along the Missouri River Valley. In the late nineteenth century, this area was graded down approximately 20 to 60 feet to be level with an alluvial landform on the Missouri River valley floor. In 2005, 6 feet of fill was added to this area within the direct APE to reduce the risk of flooding (per conversation with Joe Perry, Vice President of Real Estate & Development at Port KC; Conestoga-Rovers & Associates 2005). Given the direct APE only extends 3 to 4 feet below surface level, the potential for intact cultural resources in this portion of the Project is nonexistent. Furthermore, the portion of the direct APE from the intersection of Guinotte Avenue and Grand Boulevard includes the elevated viaduct structure. No surface impacts would occur in this area.

The direct APE between 2nd and 3rd Streets has been within the Grand Avenue (Boulevard) ROW throughout the historic period according to the 1896, 1905, 1909, 1925, and 1939 Sanborn



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Fire Insurance Maps (Figures A-5a through A-5g). In the last 10 years, a sewer line was installed along this portion of Grand Avenue. Given the extent of modern improvements across the direct APE and its location within a roadway, the potential for intact prehistoric resources is nonexistent. A potential exists for historic-era infrastructure installed in the roadway; however, the potential remains low given the presence of the recent sewer line and other utilities in the maintained roadway.

SUMMARY RECOMMENDATIONS

Survey for historic-age non-archaeological resources identified 12 resources on 8 properties within the indirect APE. Eleven of the resources are either listed on the NRHP, have been determined eligible for NRHP inclusion, or appear to qualify for that designation. The remaining resource lacks integrity and was determined ineligible for NRHP inclusion in 2011. Despite the presence of the eligible resources within the indirect APE, none would be directly impacted by the Project, which will occur primarily within existing ROW. Additionally, streetcar service would have been a part of the area's historic character. As a result, re-introduction of the facility would not have the potential to adversely affect any of the resources' character-defining features, including their setting or ability to reflect their role in local historic development patterns. No adverse effects to historic architectural resources are anticipated from this Project under Section 106, and this memorandum requests your agency's concurrence with that recommendation. Furthermore, since no historic (NRHP-listed or -eligible) properties would be directly impacted, including via ROW acquisition, no further consideration of Project impacts under Section 4(f) is recommended.

The archaeological potential assessment for this Project indicates that the direct APE is unlikely to contain intact archaeological resources or features. This low potential is due to historic and modern disturbances associated with City improvement projects in the direct APE. Furthermore, no known archaeological sites occur within the direct APE. As such, no further archaeological investigations are recommended for the proposed Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Brandy Harris".

Brandy Harris
Sr. Cultural Resources Specialist/Historian

A handwritten signature in black ink, appearing to read "Andrew Gottsfield".

Andrew Gottsfield
Sr. Cultural Resources Specialist/Archaeologist

Attachments:

Appendix A - Figures



Ms. Heather Gibb
Missouri Department of Natural Resources
May 25, 2018
Page 14

Appendix B - Resource Photographs
Appendix C - Setting Photographs

cc: Shari Cannon-Mackey, Burns & McDonnell

REFERENCES

Conestoga-Rovers & Associates

2005 *Phase I Environmental Site Assessment Report, 3-Acre Parcel 1930 South 45th Street, Kansas City, Kansas.* Prepared for Casualty Insurance Company and Lauth Property Group LLC. Copy on file at Burns & McDonnell, Kansas City, Missouri.

Fraser, Clayton B.

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Millstein, Cydney and Mary Ann Warfield

2012 *Historic Properties Survey Technical Report, Kansas City Downtown Streetcar Project. HPP 106 Project Number 213-JA-12, City of Kansas City.* Prepared for Burns & McDonnell Engineering, Kansas City, Missouri.

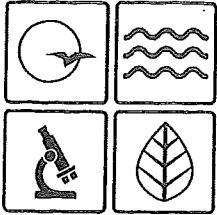
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Werner, George C.

2010 Missouri Pacific System. Handbook of Texas Online. Electronic document, <http://tshaonline.org/handbook/online/articles/eqm06>. Accessed March 27, 2018.

Remainder of report available upon request.



Missouri Department of
NATURAL RESOURCES

dnr.mo.gov

Michael L. Parson, Governor

Carol S. Comer, Director

August 14, 2018

Mokhtee Ahmad
FTA Region VII
901 Locust St, Suite 404
Kansas City, MO 64106

Re: **SHPO Project Number: 211-JA-18** – Proposed Kansas City Streetcar Riverfront Extension Project, Jackson County, Missouri (FTA)

Dear Mokhtee Ahmad:

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

Based on the information provided, we concur that there are multiple resources within the visual area of potential effects which are eligible for, or are listed in the National Register of Historic Places. In addition, we concur that the proposed streetcar extension will have **no adverse effect** on historic properties.

Please be advised that, if the project area is increased, scope of work changed, cultural materials are encountered during construction or adjacent areas that may contain significant cultural resources may be adversely impacted, appropriate information must be provided to this office for further review and comment.

If you have any questions please write Missouri Department of Natural Resources, State Historic Preservation Office, Attn: Review and Compliance, P.O. Box 176, Jefferson City, Missouri 65102, or call Amanda Burke at 573-522-4641.



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Mokhtee Ahmad

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Please be sure to include the SHPO Project Number (211-JA-18) on all future correspondence relating to this project. If the information is provided via telephone call, please follow up in writing for our files.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

Toni M. Prawl

Toni M. Prawl, PhD
Director and Deputy
State Historic Preservation Officer

TMP:ab

c: Mr. Bradley Harris and Mr. Andrew Gottsfield, Burns and McDonnell



February 25, 2019

Ms. Heather Gibb
Compliance Coordinator
Missouri Department of Natural Resources
State Historic Preservation Office
P.O. Box 176
Jefferson City, MO 65102

Re: SHPO Project Number 211-JA-18 - Addendum to Kansas City Streetcar Riverfront Extension Project, Jackson County, Missouri: Bike/Pedestrian Bridge Redesign

Dear Ms. Gibb:

In May 2018, Burns & McDonnell Engineering Company, Inc. (Burns & McDonnell) submitted a Section 106 memorandum to the Missouri State Historic Preservation Office (SHPO) regarding the proposed Kansas City Streetcar Riverfront Extension Project (Project) (Project Number 211-JA-18). This proposed riverfront extension of the existing downtown Kansas City Streetcar system would provide a double-track facility from the existing Kansas City Area Transportation Authority “park-n-ride” facility located at 3rd Street and Grand Avenue to a new station stop located at a midpoint along River Front Road within the Berkley Riverfront Development Area (Appendix A: Figures A-1 and A-2).

In that May submission, the associated bike/pedestrian bridge was described as a cantilevered extension to be constructed on the west side of the previously reconstructed Grand Avenue Bridge (Appendix B). The bike/pedestrian bridge did not include piers and had no surface impacts associated with its construction. As the rest of the Project impacts were either within recent fill or in the existing Grand Avenue right of way, Burns & McDonnell recommended that the proposed Project would have no adverse effect on historic properties within the direct area of potential effects (APE). The memorandum also recommended that the Project would not adversely affect historic architectural properties within the established indirect APE (Appendix C).

In response to the initial submittal, SHPO requested additional information regarding the steamboat wreck *Uncle Sam* mapped in the Project’s direct APE. Burns & McDonnell provided additional information regarding this resource in July. In a response letter dated August 14, 2018, SHPO concurred that the Project would have no adverse effect on historic properties within both the direct and indirect APEs (Appendix A: Figure A-3; Appendix B).

Since that submission, the plans for the bike/pedestrian bridge have changed and now involve pier installation with subsurface impacts extending beneath the modern fill in the direct APE. The new designs place the bike/pedestrian bridge on the east side of the existing Grand Avenue Bridge (not the west side as described in the initial May 2018 submission), and it will no longer



Ms. Heather Gibb
Missouri Department of Natural Resources
February 25, 2019
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be cantilevered to the existing bridge. New piers would be adjacent to and offset 32 feet from the center of the existing abutments and coupled to the existing bridge piers.

The purpose of this addendum letter is to provide supplemental information to the SHPO with the specifics of the revised bike/pedestrian bridge plan and to solicit SHPO guidance as to the appropriate level of cultural resources investigations within the direct APE. This letter (1) identifies previously recorded resources, (2) evaluates the archaeological potential, and (3) provides recommendations for field testing for archaeological resources within the direct APE. The indirect APE has not changed from the original May and July 2018 submission to SHPO and will not be discussed further herein.

DIRECT APE DEFINITION

The APE for direct effects was defined as all areas subject to potential direct impacts from the Project, including temporary construction and staging areas (Appendix A: Figure A-2). The direct APE is approximately 4,150 linear feet (1,265 meters) in length and varies in width between 30 and 60 feet. The depth of impact for the majority of the APE will not exceed 4 feet below current ground surface. The depth of modern fill is estimated at 6 feet (as discussed below on page 5).

Deeper direct impacts are proposed for the installation of piers and abutments for the pedestrian/bike bridge adjacent to the Grand Avenue Bridge piers. The proposed piers would be anchored into bedrock. A total of 14 piers are proposed. Each pier would be 14 feet 8 inches wide, mandating an estimated construction impact area of 35 feet square horizontally and excavated to a minimum depth of 10 feet below the surface (Appendix C). The abutments are estimated to have similar horizontal and vertical impacts.

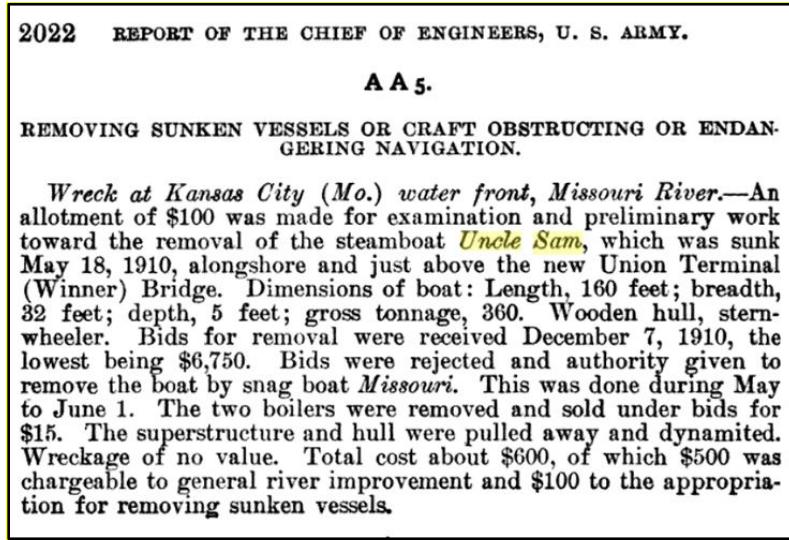
BACKGROUND REVIEW

A Burns & McDonnell archaeologist visited the Missouri SHPO to conduct a background review. The archaeologist reviewed NRHP nomination forms, previous survey reports, and resource files for previously recorded historic-age archaeological and non-archaeological resources within the direct and indirect APE limits. Burns & McDonnell staff also reviewed historic-period aerial photographs, an 1878 U.S. Army Corps of Engineers (USACE) Map of the Missouri River in the Project vicinity, the 1900 Tuttle & Pike plat map, the 1904 plat map, and the 1896, 1905, 1925, and 1939 Sanborn Fire Insurance Company Maps. The goal of the background review was to assess the potential of the direct APE to contain intact archaeological resources that could be impacted by Project implementation.

Based on the background research, one shipwreck, the steamboat *Uncle Sam*, was identified within the limits of the direct APE (Appendix A: Figure A-3). On May 18, 1910, the steamboat

Ms. Heather Gibb
Missouri Department of Natural Resources
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Uncle Sam sunk along the shoreline. Later that year, the snag boat *Missouri* was commissioned to salvage the *Uncle Sam*:



Source: U.S. Army 1911

The above 1911 report clipping suggests it is unlikely that *Uncle Sam* remnants are present in the area where it sank. Furthermore, according to an overlay of the 1904 Plat map (Appendix A: Figure A-3), the Missouri River's southern bank at the time *Uncle Sam* sank was approximately 500 feet north of the mapped wreck's location in 1910. This indicates the wreck occurred north of where it is mapped in the MoDNR archaeological viewer (see Appendix A: Figure A-3).

While it is not likely that the remnants of *Uncle Sam* are within the APE, there is potential for other undocumented wrecks and maritime resources in the northern portions of the APE because valley landforms aggraded during the historic era (post-1840) and the Missouri River channel crossed the APE prior to 1840. This assessment is based on review of a series of maps. For example, the 1878-79 USACE Map of the Missouri shows the southern bank of the Missouri River much further south than its current position (Appendix A: Figure A-4). If accurate, a portion of the direct APE was within the Missouri River channel until the late 1870s (NARA, Kansas City). In 1900, the Tuttle & Pike plat map of Kansas City, Missouri, shows the south bank of the Missouri River in its approximately modern position flanked by levees created to protect the low-lying areas (Appendix A: Figure A-5a and A-5b). Another map included in a 1912 Kansas City Star article shows this area as reclaimed accretions (The Kansas City Star 1912). That map also shows the 1840s Missouri River channel along the base of the valley bluff line, suggesting the alluvial fills in this portion of the valley area are younger than 180 years old,

Ms. Heather Gibb
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aggraded rapidly between the 1840s and 1900, and perhaps include mechanically deposited materials in addition to overbank sediments (Figure 1).

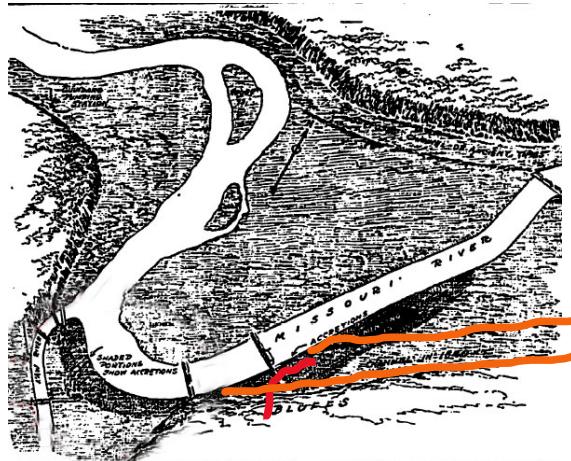


Figure 1 – 1912 K.C. Star Map, showing APE (red) and 1840 Missouri River Channel (orange)

A Project overlay on available Sanborn Fire Insurance maps shows the southern bank of the Missouri River at approximately its modern location by 1894. At that time, there were five dwellings and a boarding house within the direct APE within and adjacent to the Old Town Reserve subdivision (Appendix A: Figure A-6a and A-6b). Platted in 1859, Old Town Reserve (formerly East Kansas) was one of the first residential neighborhoods in Kansas City's East Bottoms. By 1925, Sanborn maps indicate the Old Town Reserve was no longer extant (Appendix A: Figures A-6c through A-6g). Therefore, the age range of the Old Town Reserve settlements in the APE are tentatively between 1859 and 1924. This former neighborhood was later used as railyard from some point after 1935 until at least 1975 (USGS 1957, 1964, 1970, 1975). The presence of railroad infrastructure may be an indication these settlements have been destroyed.

Prior to extensive landscape modifications, the area from 3rd Street to approximately River Front Drive, was an upland loess-capped bluff-line overlooking the Missouri River Valley. In the late nineteenth century, the Pleistocene-age loess (mostly silt) was graded down approximately 20 to 60 feet, creating the gently sloping hillside that grades to the level alluvial landform on the Missouri River valley floor. Given the contemporaneous timing of the grading and the northern expansion of the river shoreline, it is likely that the removed upland loess was used as fill to expand the Missouri River shoreline north to its modern position.

Ms. Heather Gibb
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One other event requiring consideration is the deposition of modern fill to the alluvial landforms in the direct APE. This area was capped with at least 6 feet of fill to reduce the risk of flooding (per conversation with Joe Perry, Vice President of Real Estate & Development at Port KC; see also Conestoga-Rovers & Associates 2005). This event is significant because most of the Project impacts would not extend below this layer.

ARCHAEOLOGICAL POTENTIAL ASSESSMENT

An archaeological potential assessment for the direct APE was developed for both prehistoric and historic-era cultural resources. The assessment was based on the background review described above and a reconnaissance survey. The reconnaissance survey involved driving and walking the direct APE to document areas with existing improvements (utilities, sidewalk, curbs, roads, bridges, etc.) and areas that have not been developed (Appendix C). The purpose was to delineate areas with the potential for containing intact cultural resources.

Prehistoric Resource Potential

The entire direct APE has been developed and includes areas with historic and modern improvements. The southern portion of the APE extends onto historically graded bluffs. The bluffs were capped with Pleistocene-age loess. Any surface sites present prior to grading were destroyed and the loess deposits are too old to contain intact deeply buried prehistoric sites. Given the amount of loess that was removed (20 – 60 feet) and the subsequent alterations for road and utility installation, the likelihood for intact prehistoric sites in the uplands and valley margins is very low to nil. The northern portion of the APE crosses an alluvial landform comprised of deposits postdating the 1840s. Therefore, there is no potential for intact prehistoric sites in the alluvial landforms.

Historic-Era Resources Potential

As noted, the alluvium in this portion of the valley likely accumulated after the 1840s. The Missouri River channel is mapped as crossing the direct APE in the 1840s before migrating north to its current trajectory. Therefore, there is a potential for maritime resources to be buried in the alluvial landform. Historic settlements were established adjacent to the bluff line in the 1850s and 1860s. The APE crosses the Old Town Reserve or East Kansas neighborhood that was platted in 1859. In 1894, the Sanborn maps show five dwellings and a boarding house within the direct APE in or adjacent to Old Town Reserve. This community was dismantled by the 1920s. In the 1940s and through 1975, railroad spurs cover the area after the razing of the Old Town Reserve. Therefore, there is potential for finding remnants of these resources beneath the modern fill capping this area if they were not destroyed by railroad related activities. There is also a potential for railroad-related historic resources in the APE, as well.

The direct APE between 2nd and 3rd Streets has been within the Grand Avenue right of way throughout the historic period according to the 1896, 1905, 1909, 1925, and 1939 Sanborn Fire



Ms. Heather Gibb
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Insurance Maps (Appendix A: Figures A-6a through A-6g). In the last 10 years, a sewer line was installed along this portion of Grand Avenue. Given the extent of modern improvements across the direct APE and its location within a roadway, the potential for historic-era infrastructure installed in the roadway exists; however, the potential remains low given the presence of the recent sewer line and other utilities in the maintained roadway.

RECOMMENDATIONS

The archaeological potential assessment for this Project indicates that the direct APE could contain intact archaeological historic-age resources or features within the alluvial landforms of the Missouri River valley. Only the proposed construction of the abutments and piers associated with the pedestrian/bicycle bridge would require vertical excavation deep enough to impact intact resources if present. Testing is recommended at the proposed at abutment 2 and 10 pier locations: piers 5 through 14 (see Appendix C). No testing is recommended for Piers 1-4 and abutment 1 because they appear to be within graded hillside deposits or have existing piers in those locations. Testing via mechanical excavator would be adequate to test for the presence of historic resources associated with Old Town Reserve and the railroads. Maritime resources can be very deeply buried. If alluvial deposits are deeper than the reach of the mechanical excavator, then coring may be required to test to the base of proposed vertical impacts.

Finally, it was not possible to confirm the extent of the excavation that was required for installation of the existing bridge piers. This is noted because of the proximity of the new piers to the existing Grand Avenue Bridge piers (32 feet off center). Testing would not be recommended if the new piers and abutment 2 were found to be within the previously disturbed areas.

Sincerely,

A handwritten signature in black ink, appearing to read "Brandy Harris".

Brandy Harris
Sr. Cultural Resources Specialist/Historian

A handwritten signature in black ink, appearing to read "Andrew Gottsfield".

Andrew Gottsfield
Sr. Cultural Resources Specialist/Archaeologist

Attachments:

- Appendix A - Figures
- Appendix B - Previous SHPO Correspondence
- Appendix C - Bike / Pedestrian Bridge Engineering Plans

cc: Shari Cannon-Mackey, Burns & McDonnell



REFERENCES

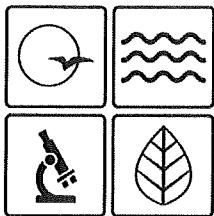
Conestoga-Rovers & Associates

2005 *Phase I Environmental Site Assessment Report, 3-Acre Parcel 1930 South 45th Street, Kansas City, Kansas.* Prepared for Casualty Insurance Company and Lauth Property Group LLC. Copy on file at Burns & McDonnell, Kansas City, Missouri.

U.S. Army

1911 Report of the Chief of Engineers, U.S. Army (Part II): Appendix A. Annual Reports, War Department Fiscal Year Ended June 30, 1911. Washington Printing Office. Accessed online at:
<https://books.google.com/books?id=EptAAQAAQAAJ&pg>

Remainder of report available upon request.



Missouri Department of NATURAL RESOURCES

Michael L. Parson, Governor

dnr.mo.gov

Carol S. Comer, Director

April 17, 2019

Ms. Brandy Harris
Burns & McDonnell
9400 Ward Parkway
Kansas City, MO 64114

RE: **SHPO Number: 211-JA-18** – Addendum to Kansas City Streetcar Riverfront Extension Project, Jackson County, Missouri

Dear Ms. Harris:

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

SHPO received the information submitted on March 18, 2019. Based on the information provided we agree with your recommendation for testing at the location for the abutments 2 and 10 pier location (5-14) and that testing to bedrock in areas of historic grading is unnecessary. In addition, we recommend an archaeological survey of the project area in order to assess possible effects to the surrounding sites. Upon receipt of this information the SHPO review of your project will proceed.

If you have any questions please write Missouri Department of Natural Resources, State Historic Preservation Office, Attn: Review and Compliance, P.O. Box 176, Jefferson City, Missouri 65102, or call Amy Rubingh (573) 751-4589. Please be sure to include the **SHPO Project Number (211-JA-18)** on all future correspondence relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

Toni M. Prawl, PhD
Director and Deputy
State Historic Preservation Officer



TMP:ar

- c Ms. Raegan Ball, FHWA
- Mr. Taylor Peters, FHWA
- Mr. Michael Meinkoth, MoDOT
- Ms. Amber Tilley, EPA



December 6, 2019

Amy Rubingh
Archaeologist/Records Management
Missouri Department of Natural Resources
State Historic Preservation Office
P.O. Box 176
Jefferson City, MO 65102

Re: SHPO Project Number 211-JA-18 – Phase I Archaeological Survey of the Kansas City Streetcar Riverfront Extension Project, Jackson County, Missouri

Dear Ms. Rubingh:

As per previous coordination with your office, Burns & McDonnell Engineering Company (Burns & McDonnell) conducted a Phase 1 archaeological survey for the Kansas City Streetcar Riverfront Extension Project (Project). The Kansas City Streetcar Authority with support from the Kansas City Area Transportation Authority, City of Kansas City, and Kansas City Port Authority are sponsoring this Project with Federal funds allocated to the Federal Transit Administration (FTA). FTA is the lead Federal agency for completion of the environmental review and Section 106 compliance process and will be submitting their formal correspondence as lead agency under a separate cover.

The proposed Project is in downtown Kansas City, Jackson County, Missouri. The direct Area of Potential Effects (APE) is completely developed; however, a pedestrian/bike bridge is proposed in this area with deep impacts for pier installation and two bridge abutments paralleling (east side) the existing Grand Avenue Viaduct. In the 1840s, the Missouri River channel crossed this area, and it was mechanically filled intermittently from the 1850s to the 1970s. As a result, archaeologists identified this area as having the potential for deeply buried maritime and historic-era resources. The archaeological survey included a total of 8 trenches excavated at proposed pier locations. The trenching revealed historic and modern era fills extending down to between approximately 14 and 19 feet and identified one archaeological site (23JA1842) adjacent to the Union Pacific railroad tracks.

This document is for your review. Please contact me directly with any questions via email at agottsfeld@burnsmcd.com or by phone at 816-349-6674.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew Gottsfeld".

Andrew Gottsfeld
Senior Cultural Resources Specialist/Archaeologist

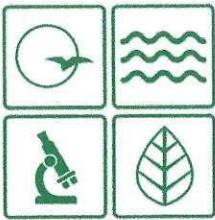


Amy Rubingh
State Historic Preservation Office
December 6, 2019
Page 2

Attachment – Phase I Archaeological Survey Report

cc: Beth Held, FTA
Tom Gerend, Kansas City Streetcar Authority
Shari Cannon-Mackey, Burns & McDonnell
Dave Thurston, Burns & McDonnell

Remainder of report available upon request.



Missouri Department of NATURAL RESOURCES

Michael L. Parson, Governor

dnr.mo.gov

Carol S. Comer, Director

December 18, 2019

NEW SHPO PROJECT NO. 113-JA-20

Mr. Andrew Gottsfield
Senior Cultural Resource Specialist/Archaeologist
Burns & McDonnell Engineering Co.
9400 Ward Parkway
Kansas City, MO 64114

Re: **SHPO Project No. 211-JA-18** – Phase I Archaeological Survey of the Kansas City Streetcar Riverfront Extension Project, Jackson County, Missouri

Dear Mr. Gottsfield,

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

Based on the information provided in your report *Phase I Archaeological Survey of the Kansas City Streetcar Riverfront Extension Project, Jackson County, Missouri*, received on December 9, 2019, we concur that a portion of site 23JA1842 would be impacted by the proposed undertaking. Site 23JA1842 remains unevaluated for listing on the NHPA, but based on the current design of the project, we concur that the proposed undertaking will not adversely affect the site. Therefore, we concur that the proposed construction project will have **no adverse effect** on historic properties. We also concur that an archaeologist should monitor coring operations undertaken at pier locations to determine if maritime resources are present within channel deposits.

Please be advised that, should project plans change, information documenting the revisions should be submitted to this office for further review. In the event that cultural materials are encountered during project activities, all construction should be halted, and this office notified as soon as possible in order to determine the appropriate course of action.

Mr. Gottsfield
Page 2

If you have any questions, please write the State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102 attention Review and Compliance, or call Jeffrey Alvey at (573) 751-7862. Please be sure to include the **SHPO Project Number (211-JA-18)** on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

Toni M. Prawl

Toni M. Prawl, Ph.D.
Director and Deputy State
Historic Preservation Officer



TMP:ja

Cannon-Mackey, Shari

From: Gottsfield, Andrew
Sent: Friday, February 28, 2020 11:40 AM
To: Javers, Amber
Cc: Cannon-Mackey, Shari; Harris, Brandy M; Kepka, Jessica
Subject: FW: Change of SHPO Project Number to 113-JA-20 Kansas City Streetcar Riverfront Extension
Attachments: 113JA20 0630 nae old 211JA18.pdf

FYI...

From: Boeschen, Tammy <Tammy.Boeschen@dnr.mo.gov>
Sent: Friday, February 28, 2020 11:36 AM
To: Gottsfield, Andrew <agottsfeld@burnsmcd.com>
Cc: beth.held@dot.gov; Alvey, Jeffrey <Jeffrey.Alvey@dnr.mo.gov>
Subject: Change of SHPO Project Number to 113-JA-20 Kansas City Streetcar Riverfront Extension

Dear Mr. Gottsfield:

It has come to our attention that the Burns/McDonnell submission of the Phase I Archaeological Survey of the Kansas City Streetcar Riverfront Extension Project in Jackson County, Missouri was attributed to the wrong project number. To avoid confusion in the future, we have assigned a different SHPO Project Number to your submission.

The prior number was 211-JA-18. The new SHPO Project Number is **113-JA-20**. I have attached a copy of the December 18, 2019 determination letter that notes the new project number. Please note that this is a tracking issue only - there is no change to the determination of this submission.

Please use this new number in future correspondence with our office regarding this project.

Thank you.

Best,
Tammy Boeschen
SHPO Seasonal Assistant
Review, Compliance & Records Unit
Missouri SHPO
PO Box 176
Jefferson City, MO 65102
Phone: (573) 522-4641





July 24, 2020

Beth Held
Environmental Specialist
Federal Transit Administration – Region VII
901 Locust Street, Suite 404
Kansas City, Missouri 64106

Re: Comments from Miami Tribe of Oklahoma Regarding the Kansas City Streetcar Riverfront Project, SHPO Project Number 113-JA-20, City of Kansas City, Jackson County, Missouri

Dear Ms. Held:

We have received and reviewed the Miami Tribe of Oklahoma's response regarding cultural resources survey efforts to date for the proposed Kansas City Streetcar Riverfront Project in Kansas City, Missouri. First, we would like to thank Ms. Hunter, the Tribal Historic Preservation Officer, for the historical background information regarding the pre-1850 period and the Kanza landing. We understand the significance of the related events and the potential for associated deposits in the Project vicinity.

The scope of the current survey was to account for impacts from pier construction. As the goal of the investigation was to determine the presence or absence of cultural materials at proposed pier locations and if they could be avoided, a full context for historical development in the area was not developed. Instead, analysis focused on historic dredging and filling sequences and events that would affect stratigraphy and cultural material preservation. All cultural materials encountered were associated with a mid- to late-nineteenth century boarding house and postdate the forced removal of the Miami. An archaeologist will be monitoring any further geo-technical work, and we will work closely with you to ensure the Miami is involved in identification and analysis efforts for any cultural materials discovered to determine whether they could be associated with the Miami tribe or the removal period. Please contact Dr. Andrew Gottsfield directly with any further questions (agottsfield@burnsmcd.com). We look forward to continued coordination with your office regarding this Project as required under Section 106 of the National Historic Preservation Act (NHPA).

Sincerely,

A handwritten signature in blue ink that reads "Shari Cannon".

Shari Cannon-Mackey, CEP, ENV SP
Project Manager

SLC/bmh
Enclosure
cc: Dave Thurston, Burns & McDonnell